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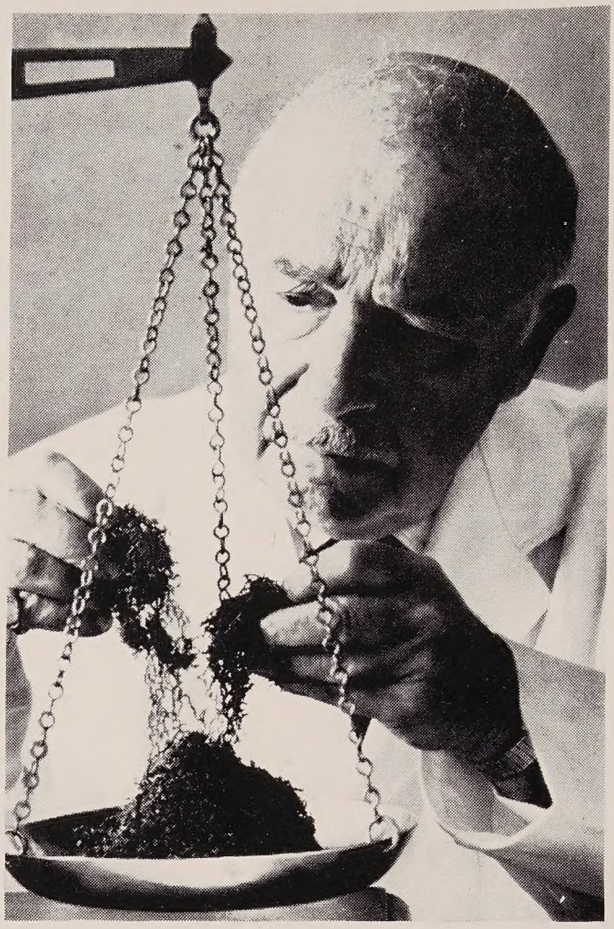

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Adventurous Railroading and Rail Hobbies—Founded 1906

VOL. 90, No. 6 APRIL 1972 60 CENTS

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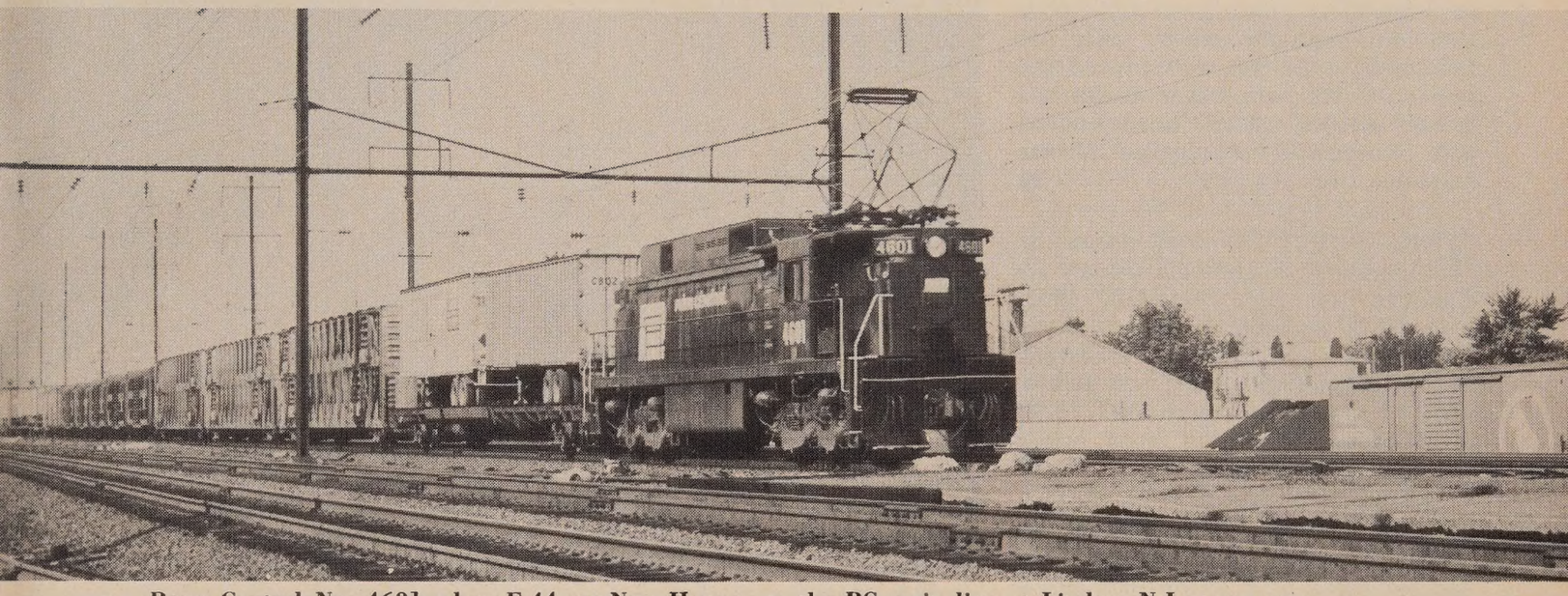

Penn Central No. 4601, class E-44, ex-New Haven, on the PC main line at Linden, N.J., two years ago.
Jack Armstrong, 197 N. Summer St., Adams, Mass. 01220

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THE MAIL CAR

where editors and readers meet

CHARLES E. FISHER, founder and for 50 years president of the Railway & Locomotive Historical Society, an outstanding authority on rail history and lore, recently retired, died on January 21st. He was widely loved and respected. We will never forget the feature articles, photos, steam rosters, and information he supplied to this magazine over the years. ●

THIS MONTH'S cover shows St. Johnsbury & Lamoille County locomotive No. 203 (Alco-GE, 1953, class RS-3, ex-Great Northern) crossing the Lamoille River at Morrisville, Vt., westbound with freight on July 4, 1970. It was photographed by J. Howard Audibert, 6632 28th Street, South, St. Petersburg, Fla. 33712. ●

OVERSEAS. A miniskirt was blamed in coroner's court the other day for the death of a 19-year-old girl at Colombo on the island of Ceylon. She was boarding a train of the Ceylon Government Railway when her skirt, which hugged her thighs too closely, interfered so much with her freedom of leg movement that she fell heavily and was killed. Possibly those readers who object to railroad photos that show girls wearing miniskirts will find a moral in this little news item.

Serge Guidotti, 20, has discovered a new way to increase rail traffic. Entering the station at Bruillet, France, and finding the ticket booth momentarily empty, he stepped into it and began distributing free train tickets to all comers. A gendarme halted his generosity after Serge had given away tickets worth $110 in U.S. money.

Down in Australia, the Cooktown Railway of Queensland operated about 67 miles of track for 34 years with rail cars propelled by engines from second-hand automobiles. Maybe someone will send us a picture of one.

British Rail has withdrawn from service its only double-decker train rather than give it a major overhaul. No longer can passengers on the Charing Cross-Dartford line travel upstairs on their train. The double-decker, introduced in 1949, had 1,104 seats—more than the 800 in a comparable 8-car train. The 10-car train replacing it has about 600 seats. ●

Madeleine de Sinety, shown in the cab of a 2-8-2 French tanker rolling through Brittany, made the photographs on pages 14-27 of this issue. She is one of the top fashion artists in France, working out of 5 Boulevard Edgar Quinet in Paris. The Louvre recently exhibited some of her work. Railways have fascinated Madeleine ever since, as a small girl, she played beside the narrow-gage line that ran on the edge of her family's land in Le Mans. She uses a pair of Nikon cameras to photograph engines, and will cover the last steam run in France for us.

Dan Behrman, 4 Rue Joseph Bara, 6e, Paris France

ITEM in February *Mail Car* about "Steam Train" Murray Graham nailing NKP engine 759 when she was making "about 25 miles an hour" makes me vote for him as champion train-catcher of the year. Having seen plenty of markers float past me at a speed far less than 25 m.p.h. in my 35 years of railroading because it was not safe to swing aboard, I marvel that "Steam Train" didn't break more than three ribs.

In the same issue, H. Holtman's letter about an engine being cut up at the bottom of the Arkansas River at Little Rock reminds me of an *Arkansas Gazette* article about railroad cars found in the river at the bridge site, cars that had been on the bridge when flood waters swept away the bridge in 1927; but no locomotive was mentioned. I have inquired from several authorities on MoPac history; they say no MoPac engine was ever left in the river at Little Rock. But in early days of MoPac railroading there, an engine was dunked in the river before the bridge was built and was recovered a few days later.

The cars set on the bridge in 1927 represented a desperate effort to hold the bridge steady against the flood. No engine was left on it. Maybe Mr. Holtman knows something that is not of public record.—Bill Church, MoPac conductor, 1011 W. 52nd St., North Little Rock, Ark. 72118. ●

MRS. FLAGLER MATTHEWS, grand-daughter of the late railroad tycoon Henry M. Flagler, arranged a burial at sea for Capt. Joseph Serzan, who had served the Flagler family for 40 years. Her yacht, the *Miss Flagler,* with the old skipper's body on board, was scuttled far out in the Atlantic off the coast of Florida and sank under the waves.

The yacht was accompanied by the fishing boat *Marianne,* which carried Mrs. Matthews, several other mourners, and a Catholic priest to conduct funeral services. Captain Serzan died last December 21st after expressing a desire to be buried at sea. The scuttling was scheduled for December 23rd, but

high seas delayed it. Five days later, the *Miss Flagler* pulled out of Daytona Beach under her own power, accompanied by the fishing boat. The priest said a Requiem Mass aboard the boat before the *Miss Flagler's* seacocks were opened to sink her.

Mrs. Matthews said that the deceased, who had lived aboard the vessel, "loved the sea" and "was more than an employe," adding that she herself had many pictures of the yacht and bright memories of trips along the coast with Captain Serzan in command—John S. Lanham, P.O. Box 986, Zephyrhills, Fla. 33599.

(*Ed. note*: This news item recalls Bill Knapke, a retired boomer, Southern Pacific conductor, and author of the book *The Railroad Caboose,* who died Sept. 24, 1968, just before reaching his 100th birthday. As he had wished, his body was cremated and his ashes were scattered from an engine cab at a point on the SP right-of-way that held nostalgic memories for Bill.) ●

NEWSCAST. Five Chesapeake & Ohio car-ferries were laid up at Ludington Mich., for lack of coal during the miners' strike. Some 10,500 tons a month is needed to operate the *Badger,* the *Spartan,* the *City of Midland* 41, and the *Pere Marquette* 21 and 22. A sixth boat, the *City of Flint,* was damaged so badly in a shipyard fire last summer at Manitowoc, Wis., that her return to service is doubtful. The strike did not affect the Ann Arbor Railroad's three car-ferries, all diesel powered.

Ecological note: A municipal court judge in Toledo, Ohio, has fined the bankrupt Penn Central $2,000 for violating a city ordinance against pollution by burning old railroad ties on company property in South Toledo.

A new plant to repair and maintain railroad cars has been opened in Springfield, Ore., by Evans Product Company.

Santa Fe Railway, expanding its international container traffic, has set up an office in Tokyo. Incidentally, the bank which regularly cashes the salary checks for *Railroad's* editor and associate editor displays a sign reading: "We have just closed our Tokyo office —and opened a bigger one." Such items augur well for Japanese-American trade relations.

Penn Central is now moving a 100-car train of corn every other week from one of ten Midwest grain terminals to a new corn-processing plant at Morrisville, Pa., which supplies starches and sweeteners for foods, beverages, textiles, paper, and pharmaceuticals.

The end has come for the third of three railroad YMCA's built by the former Atlantic Coast Line 60 years ago. The structure at Waycross, Ga., which furnished lodging for road crews, closed on Nov. 30th. Its operations were moved to an old hotel which has been converted into a combination Railroad Y dormitory and a downtown Y for programming and recreation.

A stone plaque at the Denver & Rio Grande Western depot in Colorado City, Colo., marks the arrival there of the first passenger train on Oct. 26, 1871. Mayor McCleary unveiled it 100 years later in the presence of some local men and women in period costumes.

News that the Long Island has leased two dogs to guard railroad property reminds us that in 1909 the LIRR began using bloodhounds for that purpose, details of which may be found in the *Railroad Avenue* book by Freeman Hubbard.

An entymologist reports the discovery of a rare Latin American insect that stages a pyrotechnic display when it makes love. Darwin L. Tiemann of China Lake, Calif., says its head glows a fiery red while greenish-yellow lights flash from both sides of its body. The same signals are noted when the insect is alarmed or fighting. The insect is known as a "railroad worm" because it looks "like windows of a train hurtling through the night."

The Katy has warned western Oklahoma that it will abandon 333 miles of track on June 30th from Devol, near the Red River in Cotton County, to Keyes in the Panhandle's Cimarron County. To meet this situation, the state legislature created a five-member authority to buy and repair the M-K-T track and, if possible, lease it to either a railroad or a group of farmers. But the authority was not given money for this project.

Two extensions of the Pacific Great Eastern, totalling 250 miles—one of them to the Yukon border—have been approved by the British Columbia Government, provided that the Canadian Government shares the cost.

The Long Island is engaged in a $11.5 million project, partly financed by a Federal grant, of installing welded rail over its entire system. When finished, the familiar *clickety-clack* will be a mere memory, and the trains will roll smoothly and with less vibration because all the joints between the lengths of rail will be gone. ●

ILLINOIS CENTRAL GULF. After 16 years and 40 approved consolidations, the modern railroad merger movement was down to a single case pending before the ICC at the close of 1971. The fortieth approval came Dec. 28th, when the ICC gave a tentative green light to the merging of the Illinois Central and the Gulf, Mobile & Ohio. This one, if finally approved, will create a new railroad, the Illinois Central Gulf, with nearly 9,500 miles of track in 14 states, including three Mississippi short lines, the Bonhommie & Hattiesburg Southern, the Columbus & Greenville, and the Fernwood, Columbia & Gulf.

It was the third merger approved in 1971. The other two added the Monon to the Louisville & Nashville and added four smaller lines to the Central of Georgia. One case was dismissed last year, no new merger applications were filed, and only three have been initiated since 1969. Apparently the bankruptcy of Penn Central has cast a damper on mergers in general.

Dismissed last year was an application to merge the Chesapeake & Ohio into the Norfolk & Western. Also proposed for inclusion were the Boston & Maine, the Jersey Central, the Delaware & Hudson, the Erie Lackawanna, and the Reading. It had been on the ICC docket since Oct. 11, 1965.

The lone merger case still pending includes four major petitions involving the Rock Island. These were filed between 1963 and 1965 by the Union Pacific, the Chicago & North Western, the Southern Pacific, and the Santa Fe. Altogether it embraces 14 separate applications and various cross-petitions for inclusions. Hearings began May 4, 1966, and were completed Aug. 22, 1968. The ICC regards this case as the largest and most complex in its history. The record has almost 50,000 pages of testimony, more than 1,700 exhibits totaling about 100,000 pages, and nearly 5,500 pages of briefs. What an acreage of red tape! ●

PERSONALITIES. We don't know of any railfan busier than Edwin P. Alexander, Upper River Rd., Box 333, Yardley, Pa. Besides being a successful builder of scale models, Ed has written several important books, mostly on railroadiana. Now he is doing a book on Civil War railroads and models and at the same time is engaged on a project involving a restaurant like an old depot, at Harrisburg, Pa., decorated nostalgically with rail items. He

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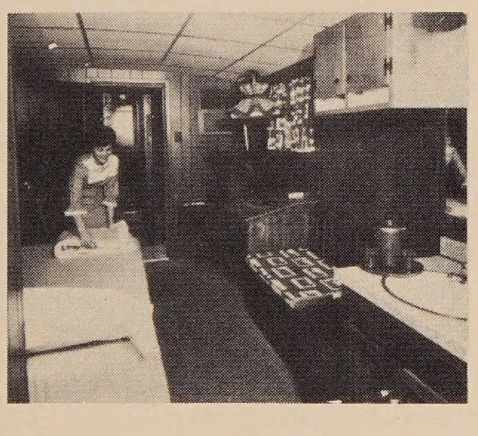

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is also getting out a re-run of his expertly detailed kit of a GG-1 machined model, with motors for operation, and will mail an illustrated brochure to anyone interested in it or in the fully assembled kit.

Little Janine Besancon waves daily to a Penn Central freight crew passing her home at Springfield, Mass. Last Christmas the crew stopped the train near there and took a large box of gifts to the family whose name they did not know. Janine's card was addressed to "the little girl who waves in the window." The crew gave her a big doll and a tea set. For her brother, Donald, and sister, Vickie, there were puzzles and games.

After we had reprinted an item from *The Wall Street Journal* about many people buying old caboosrs for various purposes—a subject also covered in Bill Knapke's book, *The Railroad Caboose* —Mrs. Elmer H. Cordez persuaded her husband, an Illinois Central district sales manager, to buy one from the IC scrap yard in Decatur, Illinois. He did so. The wife is a professional interior decorator. She refurbished the crummy and is now using it as her office at 817 East Eldorado Street in Decatur. "Perhaps some day," she says wistfully, "ecologists will help me to de-litter the neighborhood and restore some dignity and charm to this trackside locale."

Reader's letter: Delighted to note the recent gain in *Railroad* circulation. My wife and I agree with your editor's hints on nutrition and good health in general. We take physical exercise. Last summer we hiked 110 miles alongside Southern Pacific tracks, averaging over 15 miles a day.—Ted Wurm, 122 Monte Vista, Oakland, Calif. 94611.

Add to our list of men who have been railroad buffs for at least 50 years Ralph W. Demoro, 71, a pharmacist of Berkeley, Calif. He remembers watching construction crews build the Key System's Northbrae interurban line at age 11. Seven years later he took his first railroad pictures at San Rafael, Calif., snapping a third-rail electric train and its unusual current-collecting shoes. We published some of his photos. More recently we wrote up his son, Harre, as an *Interesting Railfan.*

At age five I started railroading by riding steam locos with my father, who was an engineer; and as a teen-ager I fired a Rogers 4-4-0 after school hours, worked as a locomotive watchman for her, and kept her fire bedded and water in her boiler. In 1917 I became an apprentice machinist. After the first World War, I was a boomer machinist and then a roundhouse foreman on the Kansas City Southern, the Missouri Pacific, and Chicago Great Western. Still later, I joined the Electro Motive Division of General Motors, was advanced to eastern regional service manager, and left them in 1960.—Walter A. Turner, Rte. 2, Hunting Lodge Drive, Inverness, Fla. 32650.

I am corresponding with Gregg Triplett, an Australian railfan, who uses three cameras simultaneously in taking railroad pictures: one b&w, a color slide, and a color negative. He writes: "A device known as a triscope holds all three cameras in place. You look through one and expose all three by cable releases. The cameras are lined up together with lenses in sets of three. My photographic gear weighs nearly 50 pounds!" Imagine toting around such a photo factory! If any of our local shutterbugs can top this one, I'd like to know about it.—Jim Marcus, 3058 Livingston Rd., Cleveland, Ohio 44120. ●

KATE SHELLEY'S sister, Mayme, the only surviving member of the immediate family of the nation's outstanding railroad heroine, observed her 100th birthday on December 28th at the Lutheran Home in Perry, Iowa. Mayme recalls vividly the wild, stormy night of July 6, 1881, when she was nine, Kate was 15, and they lived with their widowed mother on a farm near Honey Creek, southwest of Boone, Iowa, and they realized that a Chicago & North Western passenger train was speeding toward disaster.

The railroad trestle over the creek, swollen by flood waters, had been damaged so badly that a test engine sent light from the nearby town of Moingona had plunged through it. Two railroad men on the engine were drowned. Two others saved themselves by clinging frantically to tree branches above the dark raging water.

Hearing the locomotive fall into the creek with a mighty splash, Kate, whose father had been a C&NW construction foreman, set out afoot to Moingona, on the other side of the Des Moines River, to flag the eastbound passenger train heading for the weakened Honey Creek bridge. The girl carried an oilburning lantern. Its globe broke and the light blew out before she had gone far.

At Honey Creek, she stopped long enough to tell the two marooned railroad men that she would bring help to them. Then she crawled across the Des Moines River railroad bridge alone in the darkness, fighting the windy storm, and running splinters into her hands. At the Moingona depot, she gasped a warning and then fainted. The train was flagged in time, the marooned railroaders were saved, and overnight

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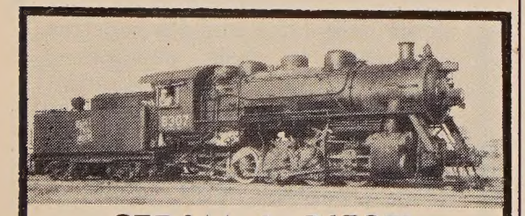

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Kate Shelley became a national heroine.

Among other rewards, she was given a job, after growing up, as the station agent at Moingona, and much later a new bridge and a C&NW passenger train were named for her. Kate died in 1912. Neither she nor her sister ever married. In 1944, when Freeman Hubbard was writing a chapter on Kate Shelley for his first book, *Railroad Avenue,* Mayme helped him with accurate details. And now she is 100, with a clear mind and a rather healthy body. ●

CONDENSATION of a report on my visit to the Pacific Coast Chapter of the Railway & Locomotive Historical Society: Arrived at San Francisco on December 16th. Met Fred Stindt, chairman of the Chapter, and Gerald M. Best, resident vice president, Pacific Coast, and Brian Thompson, a Chapter director. Brian drove us across the Bay to Oakland, inspected pieces of the Chapter's equipment, stored in an old Key System warehouse.

The Chapter owns 11 standard-gage locomotives (two others are being acquired), 11 pieces of standard-gage passenger rolling stock, and the following narrow-gage pieces: 5 engines, a private car, a combine, 2 freight cars, and a caboose. Also four San Francisco cable cars, Key System unit 187, a horse-drawn streetcar, and a Sacramento stagecoach. Negotiations are under way to acquire four of Leland Stamford's carriages. The above equipment is in various conditions ranging from operable to unrestored. Much of it is in excellent shape.

After lunch, Brian drove us by the *Flying Scotsman* engine and train, parked at Fisherman's Wharf. Then we inspected the four cable cars and visited with the powerhouse foreman, who recently wrote a monumental book on cable-car history. That night we attended the Chapter's annual meeting and banquet; 160 were present. I addressed the group for about 30 minutes or more.

Next morning Fred, Jerry Best, Brian, and I toured the Southern Pacific Shops in Sacramento. The historic *C. P. Huntington* and an old coach are stored there. To guard against vandalism, SP has covered each of the two pieces with a huge plastic sheet and has built a cage around the engine which is kept locked.

Then we went down the street to the Old Sacramento Restoration project. There we were joined by Jim Henley, full-time employee of the project and a director of the Pacific Coast Chapter. Having a fantastic knowledge of local history, Jim told us in detail about many of the buildings and how they are being restored. Four Chapter directors are also directors of the Sacramento Trust for Historic Preservation. Some pieces of the Chapter's precious equipment are stored in a Safeway Stores warehouse, just outside Sacramento, which we visited next. The Chapter has added to its collection from the proceeds of fantrips under Fred Stindt's leadership.

On our way back to Boston, my wife and I stopped off at Laramie to see the Transportation Library of the University of Wyoming, to which I had donated much of my personal collection of railroadiana.—Howard F. Greene, President of R&LHS, 15 Angier Circle, Auburndale, Mass. 02166. ●

A FAMOUS landmark and link with the railroad history of Atlanta, Ga., the Louisville & Nashville's Union Station, was demolished last fall to make way for a temporary parking lot. The property—including air rights over tracks on the ground level—may eventually be utilized for an office building-hotel-retail development.

Union Station was opened April 18, 1930 by the L&N and Nashville, Chattanooga & St. Louis. During dedicatory ceremonies, a brand-new, $100,000 NC & StL steam locomotive pulled the first train into the station from Nashville. Since 1930, countless thousands of travelers passed through the great Doric columns fronting on Forsyth Street. The decline of rail passenger travel, proceeding with the discontinuance of L&N's last trains, Nos. 3 and 4, *The Georgian*, into Atlanta last May first, signaled the end of this fine station.

Turning now to upstate New York, to the town in which I live, the Erie's old depot at Hamburg had been dark, shabby, and forlorn through disuse most of the time since 1953, when passenger service ceased. Since last Nov. 1st, however, this antique structure has been serving as the "Candlelight Gift Shop." At night it is aglow with fragrant candles and the gleam of light filtered through amber glass panes of intricately wrought black iron Mexican lanterns that grace its entrance and interior.

The remodeled station delights three young Hamburg couples who are its new owners: Mr. and Mrs. Harry E. Clough, Mr. and Mrs. Thomas A. Gavin and Mr. and Mrs. George A. Schena. They just love "keeping store" in the shop that—for them—represents a realized dream.

The depot at Pittsfield, N.Y., near Rochester, has been made over into a pioneer-type restaurant, while the former Lehigh Valley station in Ithaca serves meals, using simulated tickets and ticket-punches as the menu and for ordering, and drinks in outmoded railroad cars on a track outside. In Buffalo, the Thruway Authority purchased

the Lehigh Valley right-of-way into downtown, and the railroad erected a roomy functional station near the edge of town. Now it's a night club.

The old station at Tonawanda, N.Y., was used as a library and then became a museum. Tonawanda's newer depot, also abandoned by rail service, is now a doctor's office. Near the West Shore Railroad crossing at Union Road a coach has been turned into a diner. New York Central cabooses serve some bar patrons of the Old Red Mill restaurant on Route 5 at Clarence, N.Y. I have mentioned only few conversions. You'll find similar cases all over the U.S.A. Maybe readers will tell us about some of them.—Bill Kessel, 99 Center St., Hamburg, N.Y. 14075. ●

A NEW BREED of railroader is bossing the yards, notes *The New York Times,* citing the case of Richard K. Davidson, superintendent of the Centennial Yard of the Texas & Pacific at Fort Worth, described as the nation's most automated and most computerized switching operation. Mr. Davidson is only 29 and has a college degree in political science and history. How many bygone YM's ever had that?

Centennial Yard is located at a junction of a 12,000-mile rail system, and was opened last September, marking the railroad's 100th anniversary. It took three years and more than $7.5 million to complete the yard. Mr. Davidson says the new operation was installed on top of an existing switching yard used since 1928.

"We had to lay about 30 miles of new trackage," he adds, "while still keeping the old yard operating."

Its digital computer does more than any of the 14 earlier computer switching facilities throughout the country. The mechanism accepts routing information on all arriving freight cars. It automatically routes each car down the hump, or incline, to the proper classification track, and controls the speed so that they couple at not more than four miles an hour. To do this, the computer measures each car's weight, length, and distance to be traveled, as well as weather conditions and track curvature.

The computer also alerts yardmasters when any track is within ten cars of its 180-car capacity. While the freight cars are in motion, the computer figures tariff rates and total tonnage available for departure to specific destinations.

"The computer can give us the instant location of any car in the yard," Mr. Davidson says. "Previously, it was easy to lose cars in an operation like ours. We move more than a million cars through this yard every year. With the computer printouts, we get a complete inventory of the yard every eight hours.

"The computer even alerts the yardmaster to any malfunction to the computer itself, so that the men can override and continue operations under semi-automatic conditions."

"When you consider that we must pay rent on every car belonging to another railroad on our lines, you can begin to see the savings the computer makes possible, not to mention the increased efficiency and better service to our customers." ●

AT LAST, a strike that lasted about nine years is settled! It was the longest rail strike in history. Union employees and brass collars of Florida East Coast Railway have finally agreed on terms to end the dispute which began Jan. 25, 1963, when 2,000 men walked off the job in an argument over pay and work rules. A Federal judge approved an out-of-court settlement whereby the management pays the 11 non-operating unions $1.5 million in damages and raises employes' wages.

During the first week of the strike, no FEC train ran between Jacksonville and Miami. Then the management hired non-union men and re-hired a number of strikers who went back to work. The road has been operating ever since, despite some violence and sabotage. Under the old wage scale, union men got from about $2 to $2.50 per hour. The new contract gives them a 25 percent increase retroactive to Jan. 1, 1971, plus two raises of 6 percent each on January first 1972 and 1973 respectively.

Over the years, about 900 strikers are said to have returned to work. The court order provides that only men employed by the FEC before 1970 will get the 25 percent retroactive raise. Of the remaining 1,100 strikers, all but about 100 took other jobs. FEC President Winfred Thornton said many of those 100 were barred from re-employment because of age and health guidelines written into the agreement.

Incidentally, Charles S. Mitchell, retired FEC engineer, who pulled the first train into Key West, with rail tycoon Henry M. Flagler aboard, died of a heart ailment at age 94 shortly after the new contract was signed. ●

WHILE I was a conductor on the Duluth, Missabe & Iron Range in Minnesota many years ago I had an ore run between Proctor, Minn., and the docks at Duluth. Our Mallet hauled 85 loads of ore at a time down a 2 percent grade, traveling so slow that

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you could have gotten on or off at any place on the hill.

One night a heavy fog rolled in from the lake. When we left the docks I was sitting in the cupola, facing the rear. Suddenly a headlight loomed up out of the mist. I yelled to my flagman: "Bill, somebody is behind us!" Jumping to the floor, Bill grabbed a red fusee, lit it, rushed out the back door, and swung a washout. This stopped a Mallet coming up the hill with only a caboose, just about ten feet from our rear! If I hadn't seen that headlight when I did, they would have plowed right through our caboose, probably killing Bill and me. Later, the fireman on that Mallet told me that they hadn't seen our red marker lights and didn't know we were there until they saw Bill's fusee. —A. H. Swain (now retired), 230 W. Second Ave., Denver, Colo. 80223. ●

RALPH MAY'S excellent article on Southern Pacific steam (Feb. '72) contains an error. None of SP's fine fleet of 2900-series 4-8-0's were rebuilt from 4-6-0's. All were built new for Central Pacific or SP between 1882 and '98, some as compounds originally in the 1950-2033 series, later 2800's and finally 2900's (1906-'07). A few engines built in 1882-'83 were given SP's old 50 and 300 series numbers until 1891. No CP or SP 4-6-0 was ever rebuilt to a 4-8-0. Mr. May could have been thinking of when they were converted from compound to simple, mostly between 1907 and 1917.

SP had one of America's largest fleets of 4-8-0's (but smaller than the Norfolk & Western's) and operated many of them into the early 1950's on Oregon logging branches. The last one, No. 2914 (Schenectady, 1898), was in service into 1954 at Bakersfield, Calif., and is now on display there.—Gordon S. Ramsey, 707 E. George Grove Blvd., 35, Pasadena, Calif. 91104. ●

EBER B. KESSLER, former Long Island Rail Road superintendent, died recently at age 99. Retired conductor Harry Ahrens describes him as "a tall men of steel, with an erect posture, a 100 percent disciplinarian, risen through the ranks from freight brakeman, conductor, yardmaster, assistant freight trainmaster, then freight trainmaster, and finally superintendent.

"As trainmaster he could be found boarding the wrecker at 3 a.m., heading for Bushwick where an engine and cattle cars were derailed and would climb into the derailed engine cab and rerail it like a wreckmaster. I recall hearing him say after an investigation, 'You received a 30-day suspension not for violating the rules, but rather for not telling the truth.'

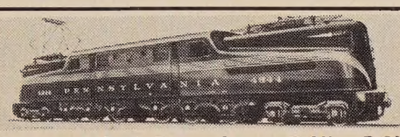
"E.B.K. worked days on end around the clock riding snowplows during blizzards with freight crews, reopening snow-blocked tracks and rescuing abandoned trains where locomotives had dumped their fires due to empty water tanks." ●

TOMMY THOMPSON'S comments on the Canadian National and Canadian Pacific in your January issue were somewhat misguided. Our government firmly believes in private enterprise; but in 1923 it had to take over 13 privately-owned railways because they owed a total debt of $600 million. This formed the CNR. Each year this system pays $45 million interest on the staggering debt! As a result, despite careful operation, CNR has been in the red every year except three. CNR is the most progressive rail system in North America. Its main function is to serve the people; profit-making is only secondary. If railways are to survive, they must be nationalized. Even so, our government shows its commitment to private enterprise by permitting CP Rail to cut out unprofitable services. —J. T. Bradford, 59 Hargrave St., Winnipeg, Man., Canada.

It is true, as Thompson states, that the Canadian National is operating in the red, but this is not due to inefficiency. When CNR first came into being, the land was gripped by inflation, just as it is again today. Our government paid the capitalists' inflated values for stock in the various roads that made up the CNR, to keep many large and small stockholders from going bankrupt. The money needed for this purpose was borrowed from private investors, which created a sort of national debt. If CNR didn't have to pay the gigantic interest on this debt, it would show a profit. The national rail system is operated by capable men, not by bureaucrats as Thompson infers.—Earl Bury, 84 Gordon St., Brantford, Ont., Canada.

(*Ed. note*: Speaking of nationalization, Australia's Commonwealth Rys. in the past fiscal year made $551,688 profit, besides setting new high records for freight and passenger traffic.) ●

WHILE *Abandonment of Trackage* fills but a small space in your magazine, it permits some of us to photograph stations and other trackside structures on rights-of-way legally abandoned but not yet physically removed. No other publication that I know of has carried this data since the old *Engineer's Journal* in the 1930's and '40's. I wish you would also list "applications to abandon," to apprise readers of such matters prior to the



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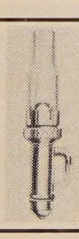

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ICC hearings.—John W. Willever, Vice Pres. and Treas., The High Iron Co., Inc., P.O. Box 200, Lebanon, N.J. 08833.

(*Ed. note*: We'd like to, but our staff is too tiny and too busy to take on even this little additional chore. Maybe some reader will volunteer his services in compiling such a list every month.) ●

NORTHERN PACIFIC tower operator "Red" Frederickson at St. Cloud, Minn., taught me telegraphy when I was ten years old and introduced me to *Railroad Magazine* from a stack of old issues kept in his desk drawer. Sitting beside a practice telegraph set at one end of the tower, I received messages sent from his desk. After I had mastered train orders and the like, Mr. Richardson began sending me true tales from your magazine in the Morse code, which I translated into everyday English. Those stories told of such adventures as brakemen clinging precariously to ice-coated car tops while they tied down brakes. I seemed to feel the cold drafts of mountain depots where some scenes were laid and I drooled as my friend tapped out an account of a pretty waitress serving ham, eggs, and coffee to a hungry boomer.

That was 30 years ago. I am still a railfan, also a model railroader, but professionally I am a criminal investigator. I now type out reports rather than train orders.—Thomas J. Cairns, Rice, Minn. 65367. ●

REQUIRED reading for railfans should include *The Victor Master Book*, hardbound, 776 pages, Vol. 2, 1925-'36, edited and published by Brian Rust, 38 Grimsdyke Rd., Hatch End, Pinner, Middlesex, England, $12 postpaid anywhere. This book is imported by Walter C. Allen, P.O. Box 501, Stanhope, N.J.

In 1894, when Victor Talking Machine Co. released for sale Victor record 19427, *The Wreck of the Old 97*, by Vernon Dalhart, a golden age of American folk music was inaugurated and it lasted until the Depression slowed down the sale of records. The *Master Book* chronicles recording achievements in the studio and in field sessions, including all types of popular ballads and railroad songs and hobo subjects sold on Victor and Bluebird records, 1925 through 1936. The book indexes 16,000 song titles, the singers' names, when and where recorded, matrix numbers, instrumentation, etc.

Among those listed are records by Harry K. McClintock ("Haywire Mac"); Jimmie Rogers, the singing brakeman; the Southern Railway Quartette, etc. Unfortunately, most of them are now out of print and are collectors' items. However a 16-song, long-playing, Victor vintage series record, *The Railroad in Folksong*, LPV-532, by various artists (1925-'36), is still in print and may be had for $5 from RCA Victor.—Joe Drochetz, c/o 5437 Enright Ave., St. Louis, Mo. 63112. ●

FOUR teenagers, convicted in Kansas City, Mo., of wrecking a Rock Island train, were sent to a Federal institution until they are 21 years old, reports Bob Divorky of K.C. The culprits—Geoffrey Stegner and John Hudgens, Jr., each 17, and Fred and Ted Johnson, each 16, tampered with a switch, sending a St. Louis-K.C. train crashing into another train on a siding and killing its engineer, Virgil Thompson.

"These boys are completely out of hand," Judge Duncan said sharply before imposing sentence. "Their parents have no control over them, particularly the Johnson boys. They have been in trouble again since this thing happened.

"They won't go to school, and they just have no regard for the law. They have been found guilty of being juvenile delinquents. They say they didn't intend to wreck this train, but they went to great pains to break the switch lock, and they knew their action could result in serious trouble. An engineer was killed and the railroad suffered a heavy loss. The defendants have not shown the slightest feeling of regret." ●

CIVIL WAR DAYS. My grandfather, W. P. Marsh, was living in Atlanta during General Sherman's march through Georgia. At that time his father, Tom Marsh, my great-grandfather, was an engineer on a run between Atlanta and Savannah. When Sherman was still in northern Georgia, Tom Marsh was sent up toward Chattanooga, Tenn., with a trainload of men from Union territory who had come south to join the Confederate Army. After unloading these volunteers and while backing down the mainline, a second troop train crashed into the rear of my great-grandfather's train. While I was a small boy, Grandpa told me of this wreck which occurred at a place then known as Hosses Turnout. Does anyone know where that is? Were all turnouts named in those days? The collision of two troop trains must have made history. Will some Civil War buff please tell me the details?—S. B. Hayes, 203 Holden Dr., Clemson, S.C. 29631. ●

OLD HEADS on the Monon Railroad—now the L&N's Monon Division—may remember Spotty, a little mongrel dog that perished in the falling snow on Jan. 6, 1939, and is buried out at Cement, Indiana, between the main line and a spur to the Lone Star Cement plant. A gravestone marks the

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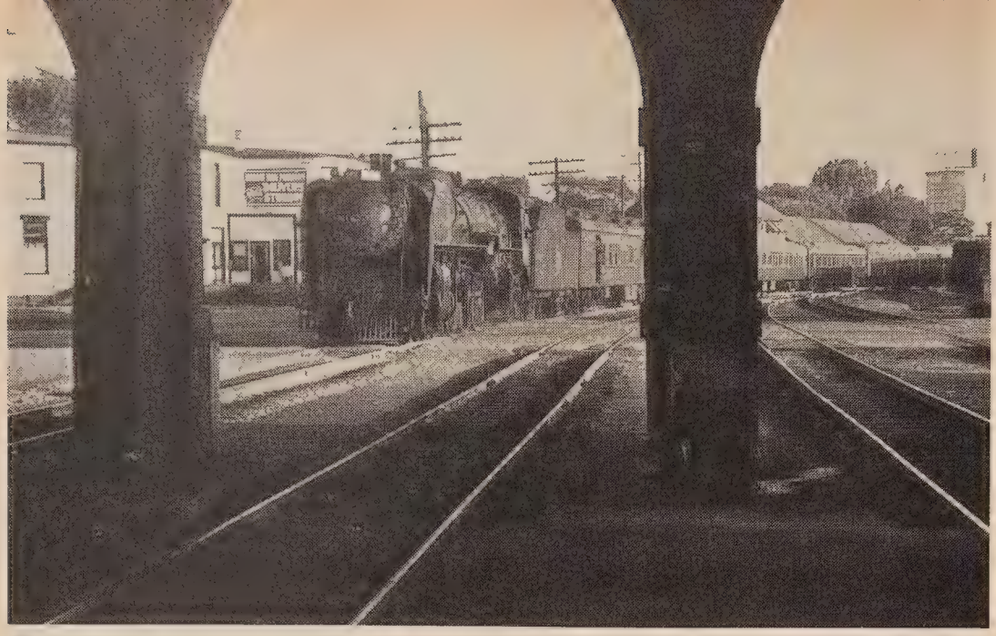


The northbound *Ambassador* slows for its last important stop short of Montreal. The archways on the CV passenger station were built to the specifications of diamond stacks but are still commodious enough for a 600-class Mountain or Canadian National Northern. This 4-8-2, No. 603, is on the *Ambassador*.

Photography by Philip R. Hastings

site. According to Luther H. Lemley, writing for the *Louisville & Nashville Magazine,* Spotty was a very good friend to a Monon local freight crew. He'd meet the peddler train that stopped at Cement every working day to set out and pick up cars. His ears must have been attuned to its old steam engine, ignoring the mainline trains that roared by day and night.

When Spotty heard the peddler, no matter where he was, romping the hills or bathing in the trackside creek, he ran toward it as fast as he could. The minute its wheels ceased turning he'd stand beside the caboose, wag his tail in excitement, jump, and bark, to greet the crew men. They never failed to bring him food. After wolfing it down, the dog would stay close to the men while they worked.

As the engine backed into the cement plant for switching chores, the little creature would be riding the cab, obviously proud of his assignment. But Spotty realized that each day's railroad fun ended for him when the crew completed their setouts and pickups. He'd run away then to chase bluejays, squirrels, or chipmunks, cavort in the creek, and doze in the mild sun, waiting until tomorrow for another great adventure.

But winter came. One cold January twilight, when the peddler clanked into Cement as usual, three inches of snow lay on the ground. Not seeing Spotty, the crew searched for him. Holding a bag of food, the fireman kept calling: "Spotty, here Spotty!" At length they found his body, frozen stiff, on the right-of-way. Spotty had died facing the track, waiting for his friends. Later, they set up a gravestone, into which was chiseled, "Spotty, 1/6/39."

Even to this day, a legend surrounds the place. It is said that when dusk settles down at Cement on a warm summer evening, while winking fireflies light up the countryside and the peddler is switching the cement plant, if you look real close you can see a little dog riding with the crew as they work. ●

VIRGINIA & TRUCKEE. Do you need material for a book, magazine article, or lecture on the V&T? It is available from the large collection of Stephen E. Drew, 4180 Randolph Ave., Oakland, Calif. 94602, who has several thousand original V&T photos, negatives, glass plates, mss., records, etc. This offer refers to Stephen's personal possessions. Aside from that, he has been working since last fall on the manuscripts staff of the University of California's Bancroft Library at Berkeley. His job is to organize, index, and catalog the library's extensive collections on the V&T, the Carson & Colorado, and Henry M. Yerington. The man was a V&T official and C&C president for over 40 years. His 60,000 or so letters (an amazing number!) to such persons as V&T President Darius Ogden Mills in New York comprise a virtual day-to-day account of the road's colorful activities. ●

I OFTEN catch myself daydreaming back in the time when this old town of Selma was one of Alabama's most important railroad centers. I remember when 10 passenger trains drawn by magnificent steam locomotives arrived at and departed from Selma's two railway stations daily. But not anymore.

I've loved steam all my life. For a lad born on a hill overlooking the old depot at Peterman, Ala., maybe it just comes naturally. Besides, my daddy was a railroad man. And uncles and cousins, they practically built the L&N's Pensacola Division. I remember many happy hours spent with my uncle Sam Hall in the yards near the bay in Pensacola. He was a freight conductor, and every so often his son and I would chase down to meet his train as it pulled in from River Junction. When the locomotive was uncoupled from the cars, sometimes he'd let us ride her to the yard office with him.

Growing up in Selma, some of my gang and I tried to meet every passenger train we could slip off to see. We would hang around the Southern's old roundhouse on East Water Avenue until they chased us away, but the next day we were back again.

In 1954 they demolished the old Southern passenger station on Broad Street; but the aged L&N depot still stands as a landmark up on Water Street, deserted and falling apart from neglect and vandalism. Long ago, the Southern and the Western Railway of Alabama used the Southern's station, while the L&N used its own facility.

But now, Selma is without a single passenger train. The old Pensacola train gave up the ghost years ago. So did the mixed trains to Myrtlewood and Camden. Gone, too, are the morning and afternoon trains over the Western line to Montgomery and the makeshift mixed trains that succeeded them.

Nor is that all. For many years the Southern shops here provided one of the city's best payrolls and many a big locomotive was given new life by a visit to those busy shops. But not anymore.—Ros Falkenberry, *Selma Times-Journal.* ●

BOOMER LORE. While working for the Nogales & Guaymas (later part of the Southern Pacific in Mexico) I met fellow boomers from the States. Some were engineers who had been incompetent on U.S. railroads but did very well in Mexico. The hoggers down there used to hire their own firemen, sometimes two for each engine. Being men with mechanical skill, they had to take care of their own engines and occasionally made repairs while the old girls stood alongside the depot where I worked. Shortly before World War I, the Mexicans ran the *gringos,* including railroad men, out of their country, except for a few who had married local women.

In 1911 I left Sonora, headed north to Ohio, and took an ore boat to Duluth, washing dishes and peeling potatoes to pay for my passage. From Duluth I rode the rods to Winnipeg and got a Canadian National job at Banning, Ontario. The natives in those parts thought I was quite a guy for having been employed in Mexico. I liked to work in the bush, desert, or

cornfield areas, not the big cities where I found one terminal similar to another. Boomers naturally crave something different.

One summer I hired out to the Jersey Central. At that time there was still a lot of semi-wild country in New Jersey. I heard talk about gunmen and hoboes stealing chickens, etc., from farmers, as a result of which crimes many farms in that state were being sold cheap. A dispatcher from a Colorado railroad bought such a farm; but after shooting one prowler in his house and another near his chicken coop, he sold out fast and emigrated to Australia.—George J. Gale, 2527 Buker St., Olympia, Wash. 98501. ●

SOMEONE who has visited Cebu City in the Philippines but is too shy to sign his name offers this reply to our query as to why so many of its residents desire pen pals:

"Besides being the oldest Spanish city in the islands, with some 150,000 inhabitants, Cebu is a provincial capital and for many decades its old Spanish fort has housed the southern branch of the University of the Philippines. The ages of its people who request mail leads me to think they are university students wishing to practice their English in correspondence. Possibly one or two of the earliest Cebus listed in your department had such good luck that the word got around and now the number is large.

"It was here that Magellan, circumnavigating the globe, set up a cross on the site of the first Mass said in the islands. Here, too, he was killed and, if I remember correctly, lies buried in the Cathedral nearby. Thousands of U.S. service men, like myself, were assigned to Cebu, so the young folks there have had more than passing contact with Americans."

Donald C. Dietrich of Seattle, Wash., states: "I can't speak for all the Cebus who desire pen pals. The only one I corresponded with said she collected money and wanted nice crisp U.S. bills, but offered nothing in trade. She stopped writing when I failed to send money."

Another question raised in this magazine was why British Rail charges the equivalent of only $5 for a London-to-Sidmouth ticket but $7.50 fare from Sidmouth to London. We still don't know the answer; but Walt Harris of Roanoke, Va., sends us the following anecdote:

"A conductor of the old Virginian Railway, on which I was a trainman for some years, was asked by an elderly lady who had got on his train, westbound No. 3, at a flagstop named Melrose, 'What is the fare?'

"The skipper said: 'One dollar, Aunt Sally.'

"'It can't be,' she expostulated. 'When I came down here from Roanoke another conductor (mentioning his name) charged me only 75 cents.'

"'That's right, Aunt Sally,' was the reply. 'Like you say, you rode downhill from Roanoke to here, but goin' back it's uphill most of the way.'

"After this practical lesson in rate-making, the passenger demurred no longer but paid the regular (or would you say irregular?) fare." ●

There Is No Fourth Choice

WHICH would you readers prefer us to do: (1) fold up *Railroad Magazine*, (2) cheapen its quality by reducing its size, going back to pulp paper, eliminating the full-color cover, etc., or (3) retaining the magazine's present high quality and number of pages but boosting its price to 75 cents a copy?

There is no fourth choice. Our bills have gone up, just like yours have. We need revenue to buy slick paper, printing, engravings, office rent, postage, etc., to avoid following magazines such as *Look* into oblivion. We held the line at 60 cents long after another railfan monthly that you are familiar with pushed its price up to 75 cents for fewer pages.

You must have heard the news of the Federal Government's raising magazine postal costs 150 percent (we repeat, 150 percent!) over the next four years—in addition to the series of substantial postal hikes during the past four years! Even the annual rate of inflation for the nation as a whole has been less than 6 percent in recent years.

Enormous hikes in postal rates were cited by *Look*'s owners as the main reason for their decision to fold up. *Life*, still fighting for existence, reports its postal bill recently went up $1.9 million!

We would need much more revenue from advertisers in order to keep going at the 60-cent price. But that doesn't seem to be in the cards. So, effective with our next issue, *Railroad* will sell at 75 cents a copy. Subscriptions in the U.S. will cost $7 a year, $13 for two years. Elsewhere: $8 a year, two years $15.

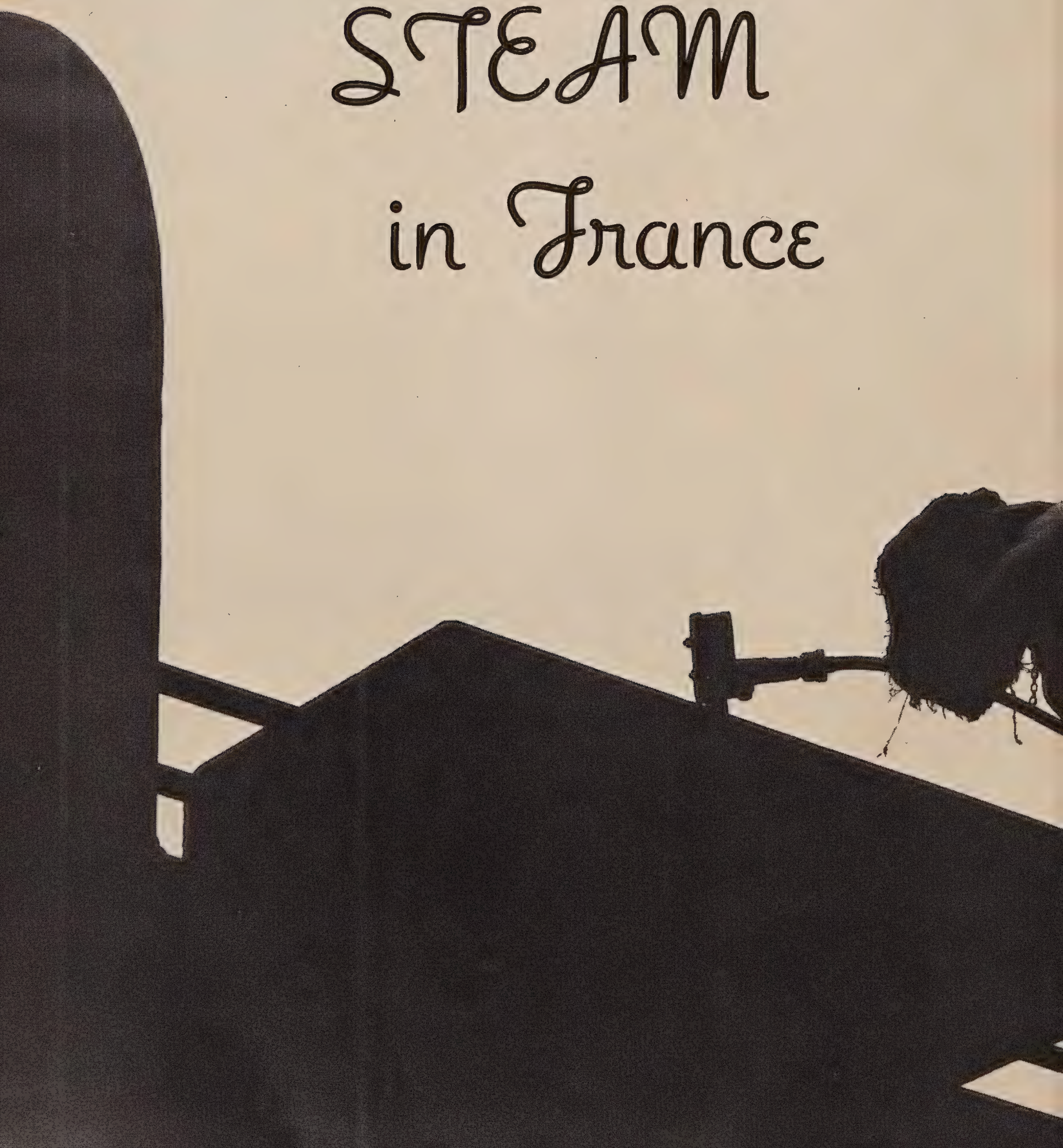
Send all subscriptions to *Railroad Magazine*, Portland Place, Boulder, Colo. 80302. Do *not* send them to our New York office. Subscriptions and renewals received at Boulder before April 1st will be accepted at the old rate: In the U.S. $6 a year, $11 for two years. Elsewhere: $7 a year, two years $13. On April 1st the price goes up.

Future issues of *Railroad* will retain 68 pages of coated stock, a full-color front cover, free *Switch List* entries, and the same high quality and variety of contents that we now have. ●

ACCORDING to a report to Congress by the ICC, the railroad industry is making a determined effort to abandon much of the trackage it has been claiming is excessive. The report shows that during fiscal 1971 the nation's carriers sought permission to abandon a total of 3,142 miles of track. This compares to the figure of 1,762 miles for the preceding fiscal year.

During fiscal 1970 the ICC approved abandonments for 1,782 miles, while abandonment of a total of 1,286 miles was approved during fiscal 1971. The ICC says, a major revaluation should be made of what rail services are needed. ●

The Last Gasp of STEAM in France



Photographs by MADELEINE de SINETY

Copyright 1972 by Madeleine de Sinety

Captions by Dan Behrman

This April, steam is being phased out by the French National Railways. For the past three years, a Parisian photographer who likes steam, Madeleine de Sinety, has been racing against this deadline to capture a permanent record of her country's steam engines in regular service and the men who drive, fire, and maintain them. On her locomotive hunt with a camera Madeleine prowled around depots, was soaked by water spouts, and took steam baths in bucking cabs. She even invented a dance: the tender twist (one foot on the tender, the other on the cab) at 50 miles an hour in a Consolidation built in 1914. (Left) Engineer Jean Geffroy works over his 141 TC Ouest, a 2-8-2 tanker that hauled suburban trains out of Paris before finishing her days in Brittany on the line between Guingamp and Paimpol. Two weeks later, (September, 1971) steam died in Brittany, and Geffroy was working on diesels. This engine was built in France some 45 years ago, but most of the other surviving steamers were Mikados shipped from the United States and Canada at the end of World War II.

These venerable hand-fired engines lasted right through to the end in France, for they proved sturdy and simple. (Left) Fireman Francois Le Bras throws a briquette into the firebox of engineer Geffroy's 2-8-2 to get up extra steam. (Right) Firing this Consolidation, which was built in England in 1914, on the peddler run from Saint Dizier to Chaumont was a tough job.

A flick of the wrist shoots coal into one corner of the firebox of a Consolidation, built in Glasgow and shipped to France to haul artillery during the *first* World War.

An old American-built Mikado whooshes great clouds of steam from her cylinder cocks as she stands by the water tower at Corbeil, twenty miles south of Paris on the mainline to Lyons.

Coaling a live 2-8-2 by crane at the Guingamp depot. Two dead ones are seen in the background.

This 241-P, a French Mountain type, lies in a boneyard at Joinville, not far from Colombey-les-Deux-Eglises, which was the home of General De Gaulle. These engines were the high point of French steam . . . but a few weeks after the picture was shot in 1970, she was hauled away to Italy to be scraped.

Fireman Jacques Brasseur obligingly lets his tender run over for the photographer's benefit while he waters a Mikado engine at the Corbeil depot at the end of a local passenger run from Malesherbes.

Engineer Roger Mandit in his Consolidation (French trains run left).

Just before dawn in the Chaumont depot, a fireman wakes up a 2-8-0 for a trip to Chatillon-sur-Seine on the privately-operated CFTA branch line.

Running cab-first, a battered 2-8-2 drags freight up the 2 percent grade on the line out of Paimpol.

Engineer is rolling at 30 miles an hour over the Trieux River estuary, one of the beauty spots of Brittany and visible only by rail.

Fireman Jean Le Manach on the rolling deck of a 2-8-2 running out of Guingamp on a single-track line originally laid down as narrow gage. When steam went out, he tried to convert to diesel, but decided that he would rather be a conductor.

Conductor comes aboard, using a coal pile in Guingamp depot as stepping stone into a 2-8-2. Geffroy, the engineer, with 28 years of service is now on diesels; but used seniority to take on the last two weeks of steam between Guingamp and Paimpol in September, 1971.

John S. Powell photo. Collection of E. P. Alexander, Box 528, Upper River Rd., Yardley, Pa. 19067

The *Pennsylvania Special* made its first run over the Pennsylvania Railroad from Jersey City to Chicago on June 18, 1905, and its last run under that name on November 24, 1912. Next day its successor, the *Broadway Limited*, began its fabulous career over the same route. This fact-story, written by a star reporter nearly 67 years ago, is reprinted from *The New York Herald* of July 16, 1905.

FROM New York to Chicago in 18 hours with the man behind the throttle; Perhaps you have made that marvelous run on the *Pennsylvania Special,* pampered by all the luxuries of the electrically lighted library-smoking, dining, sleeping, and compartment-observations cars, with their bathrooms and barbers, their stenographers and stock bulletins, their state-rooms, easy chairs, polite porters and waiting maids, and everything else possible to coddle you and ease your journey.

When the *Pennsylvania Limited* cut the schedule down to 23 hours it was thought that even twentieth century enterprise could do no better. But as you ate your lobster a la Newburg in the dining car how many of you have ever stopped to think: How fares it with the man up in front, in the leaping, quivering cab of the locomotive, the man whose eyes must be ever riveted ahead, whose steady grip clutches the throttle—the man who holds your very life in his hand?

Oh! it is a very different story up there amid the oil and soot, in the reeking swelter of the boiler and the scorching breath of the firebox! And that is the story which a reporter for the *Herald* was detailed to tell.

His special equipment consisted of an unlimited stock of faith in the man behind the throttle, a cheap suit of blue and white pin-stripe overalls, a pair of automobile goggles, a small package of rations, and a permit signed by W. W. Atterbury, General Manager, instructing conductors and engine drivers to

A helper engine was needed to pull the *Pennsylvania Special* over the summit on the Pittsburgh Division.

Highballing The *PENNSYLVANIA SPECIAL*

by Hamilton Peltz

extend to the novice the hospitalities of the locomotive cab.

It was a Saturday afternoon in midsummer. The great trainshed of the Pennsylvania in Jersey City was as busy as an anthill. The exodus of the holiday seekers was on in earnest. They were storming the gates to take the seashore expresses for Long Branch and Atlantic City. Terminal facilities were taxed to the utmost, but no rush of holiday makers, no combination of circumstances is permitted to interfere with the prompt departure of the *Pennsylvania Special.* "No. 29," as she is known in the official parlance of the road, is the pet of the system and to her all else must yield precedence.

She is scheduled to pull out of the Jersey City trainshed at 4:14 every afternoon, and you might safely set your chronometer from the moment engineer Traphagen opens the throttle and locomotive No. 1416, with an admonitory snort, glides smoothly out into the sunshine from under the smoke-begrimed arch.

C. H. Traphagen, a veteran of the road, though one yet in the prime of his manhood, sat in the engine driver's box. Firing for him was W. S. Denniston, a bright-eyed, handsome, young chap, whose ruddy cheeks looked as though the golf links might have tinted them rather than the scorching blast of a furnace. William Messer was the train conductor over the run from Jersey City to Harrisburg, Horace G. Clark the Pullman car conductor through to Chicago, and W. S. Richards the baggagemaster as far as Pittsburgh.

Engine No. 1416 backed in from the yard at four o'clock and with hardly a perceptible jolt coupled on to her charge, consisting of the combination baggage, library, and smoking car *Cassius*, which also carries the barbershop, the sleeping car *Marigold*, the dining car, and, last of the quartet, the stateroom observation car *Veritas.*

There was barely time for the conductor to introduce the novice and for Traphagen and Denniston to install him at the fireman's window of the cab when the last piece of baggage was pitched aboard, the iron gateway down at the riverward end of the trainshed clanged shut, a blue-clad arm waved impatiently with a cry "All right!", and then a toy whistle blew somewhere up in the labyrinth of tubes and levers of the cab.

"Now, sit tight and look sharp; we're off," said Traphagen. Deftly as an artist fingering his brush, he reached for the big steel throttle and opened it gently. Responding to his touch, the ponderous machine glided forward with a series of guttural coughs, as if impatient to be off, and as she ran out into the sunlight the chronometer hanging by the steam gage marked exactly 4:14.

Denniston was busy hurling great chunks of fuel into the blazing maw of the firebox, which to the novice seemed witheringly hot enough already to shrivel the skin on his face. Leaning far out from the cab on the fireman's side, as much to escape the awful heat as to note our progress, the reporter watched 1416 as she threaded her way like a sentient creature through the bewildering maze of switches, that criss-cross the terminal yard.

Traphagen had been gradually opening the throttle. With her light train it does not take 1416 long to get under way. She has begun her race with time and every instant is precious.

Already she is rattling along at a good round pace, dodging here to one side of a locomotive and there a long line of standing cars. The fireman is tugging the bellrope now, and a *ding-dong* of the swinging bell comes back to the cab with a muffled and faraway sound. It is almost drowned out by the more insistent din of seething steam

and the titanic pounding of giant driving wheels on frogs and rails.

Of course, those switches are all set right. It is the duty of every man on the line to look out for "Twenty-nine," the pet of the road.

We are out of the tangle of rails now. Straight as a ruler across the salt meadows stretches the four-track avenue of steel. Traphagen makes a trumpet of his hands and bawls across the cab, "We let her out a little here." Back comes the injection lever, and for a moment the churning of water into the pipe coils of the boiler mingles its sound with the infernal din of clanging metal and sizzling steam. Back comes the throttle another inch or two and 1416, feeling the loosened rein, begins to show her paces.

Trepidation is lost in a sense of pure exhilaration. A tornado with a touch in it of salt ozone is rushing past the face and in at the cab window. A dozen times you clap your hand to your cap to see if it is still there. The trickling rivulets of perspiration that have been coursing down the face through its mask of coal dust and grime are dried up or dashed away in the blast.

You have caught the spirit of the race now. You long to see Traphagen give her her head. You lean far out and glue both eyes on the vista of steel ribbons stretching away to Newark. From the waist up the body is in a cyclone. From the waist down it is in a Russian bath. Perspiration is soaking through the pin-striped overalls and trickling down into the shoe tops, but the brain is tingling with the zest of the chase and the face with the breath of the hurricane.

"She's doing quite a bit now," bellowed Denniston as he paused from tossing fuel into the dragon's mouth and swung himself up on the box to shout in the ear of the novice. It was fast work, to be sure, but by this time the ills of the flesh were forgotten and the spirit cried out, "Faster! faster!"

Newark, at first a mere blur of smoke-obscured mirage, loomed big ahead. In a twinkling it lay at our feet, and then we were dashing over the stone causeways spanning its streets. Traphagen let down the speed a notch and glanced at the chronometer.

"Nine miles in nine minutes," he said. The *Pennsylvania Special* had crossed the meadows at a mile a minute gait, but she was to do better, much better, than that further on. Elizabeth, Rahway, Metuchen flashed by with hardly time enough for the eye to read the names on the station signboards, and then 1416 sprang across the Raritan and through New Brunswick at speed almost undiminished.

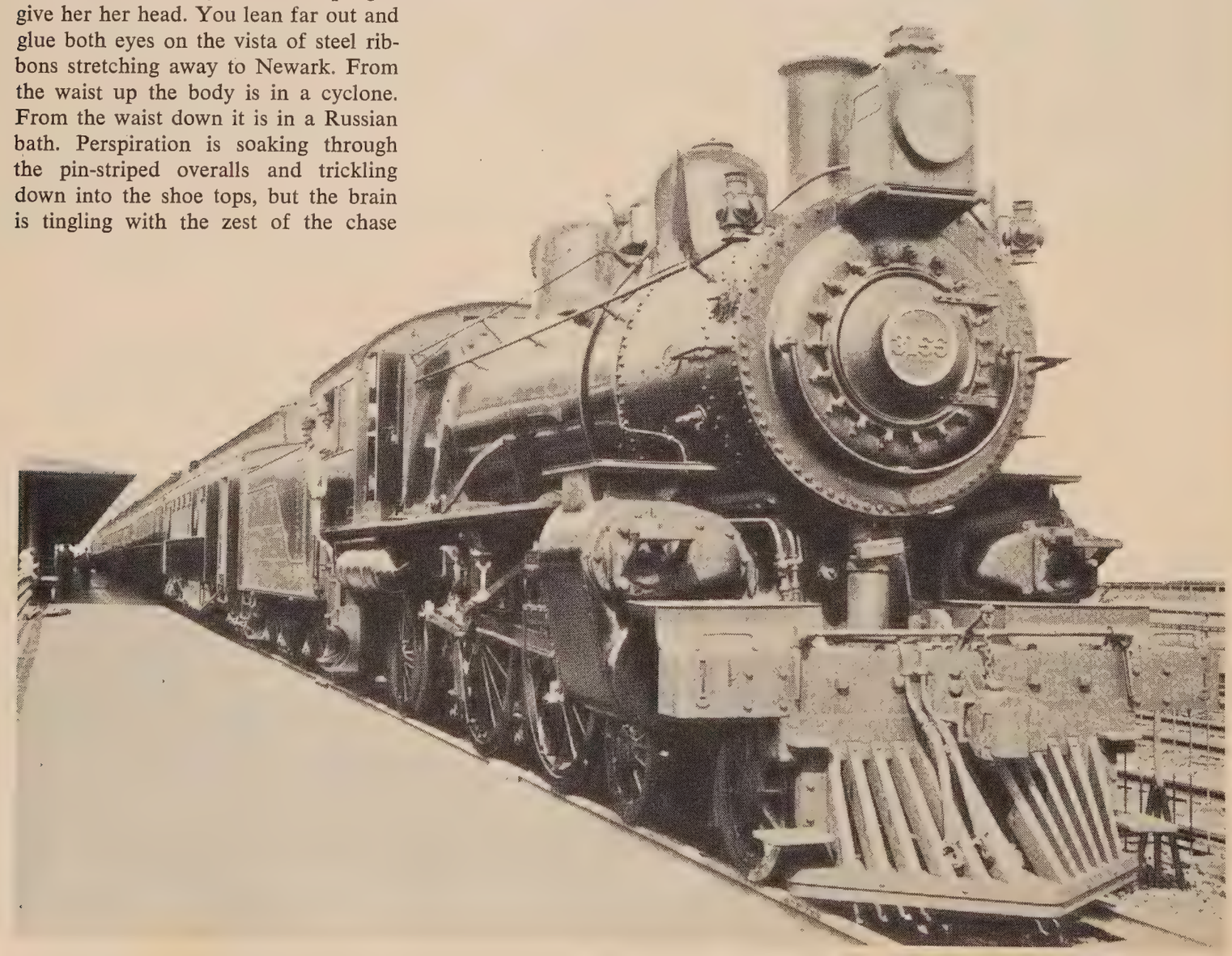
Ever and anon a gang of track workers could be seen half a mile ahead on some straight stretch of roadbed, tinkering at the stone ballast. Reaching for his whistle cord, Traphagen let out a succession of long warning shrieks, and barely time there was for the toilers to look up, seize their tools, and scurry to cover when 1416 dashed past them and left them mere dots behind.

At Monmouth Junction for the first time 1416 scooped water. This 110-ton Atlantic type, which had been devouring fuel at an astounding rate all the way from Jersey City, was thirsty now. She had to have a drink to replenish her depleted tanks, but the *Pennsylvanis Special's* fast schedule from New York to Pittsburgh contemplates no such obsolete crudity as a stop to take water, so 1416 simply scoops it as she runs.

All the way out from Jersey City, as each of the distance and home signals of the block system sprang successively into view, the voice of Traphagen or of Denniston, or often as not, both simultaneously, could be heard bawling

Photograph by John S. Powell

Pennsy No. 3155 ready to highball *Pennsylvania Special* in this 1912 scene.



out some strange and to the untaught ear incoherent ejaculation. The rules of the road, for extra precaution, require that both engine driver and fireman shall call the signals to one another. So long as the cry is "White!" and not "Red!" it means that all is well. It is the tower signalman's voucher of a clear track ahead.

So the cry of "White!" or, as Denniston after modified it, "White eye!" had grown monotonous to the novice and it now fell upon his ears dully. But suddenly here, near Princeton Junction, comes the cry from both about at the same instant, "Red!" A glance at Traphagen showed him quietly at work with his levers. First he gently touched the air-brake controller, a brass-handled switch not unlike the motorman's controller on a trolley car. The strident hiss of compressed air was heard above the road and then the master toyed with his speed lever.

Instantly the unbridled speed was checked. Another touch of the air controller brought it a little further around its arc and again the speed slackened, but so gradually that no shock was felt. Except in cases of extreme emergency no skilled engine driver puts his brakes on hard and fast at a single impulse. To do so would make havoc in every car behind him, turning chairs, tables, and probably passengers topsy-turvy. It is a point of pride with your expert to slow down and stop his mile-a-minute flyer so gently as not to spill the water or the coffee from glasses and cups in the dining car.

So Traphagen deftly coaxed his charge to a standstill until the brakes set hard and fast. A distance signal had been set against him by an alert tower man, who thought he saw a curl of smoke from a "hotbox" as the train swept past his station. Out tumbled the curious passengers to see what was the matter, and down jumped Traphagen with a ready bucket of water.

The trouble was trifling, but it sufficed to put No. 29 nearly four minutes behind her schedule at Princeton Junction, and that was serious enough. It is hard to make up lost time on a schedule so swift as this, but the novice rejoiced secretly when Denniston nudged him as we got into motion again and whispered:

"Now Trap will let her out. We'll go into Philadelphia on time yet. We lost eight minutes not far from here the other day, but he took her into Harrisburg on the dot. That was the day we ran 189 miles in 202 minutes and made parts of the run at a gait of 75 miles an hour."

"Trap" had quit fuming now, and from the way he pulled things open he evidently knew what was expected of him. He glanced at his watch and settled down to business. He drove his engine across Trenton with a long-drawn whoop of the whistle and dashed over the Delaware and into Pennsylvania at Morrisville at so lively a pace that, if you had not known it of old, you could hardly have read the signboard at midstream on the bridge which marks the state line between New Jersey and Pennsylvania.

Bristol and Andalusia flew by. At Torresdale the towering derricks of Philadelphia's new filtration plant were momentary features of a kaleidoscopic landscape. Tacony and the big mills of Fitler's, Bridesburg, and Frankford vanished in turn, and then came the serried red brick and white marble rows of North Philadelphia, which is as near to the real Philadelphia, centering about the Broad Street Station, as No. 29 has time to go. In the Colonial structure which marks the North Philadelphia stop, formerly known as Germantown Junction, the air-brakes again shrieked a final hiss and the flyer came to her first scheduled halt.

Traphagen's eyes had been watching the clock and also the landmarks. He leaned back on his leather-cushioned rest with a smile. It was just 39 minutes past five o'clock. The *Pennsylvania Special* was running a minute ahead of schedule.

"Forty-five miles in 35 minutes," said the engine driver, "That's not bad." The train had run from Jersey City to Philadelphia in 85 minutes.

Barely two minutes sufficed to stretch cramped legs with a jump from the locomotive cab to the station platform, and then No. 29 must be off again in her inexorable race with time. Those two minutes Traphagen employed in pouring oil from a long-necked can into crank-shaft bearings and other mysterious places, and sundry mechanics with long hammers employed them in testing the car wheels of the whole train for possible weak spots, as they did at every stop.

Forging ahead again, the panorama changed to one of beautiful suburban estates. Smooth areas of velvety greensward marked the wealthy homes of Bryn Mawr, Wayne, and Paoli. We were now speeding over the Philadelphia Division of the Main Line, and at many points the well-kept gardens of Philadelphia's elite stretched in unbroken verdure right down to the line of the steel highway. In one of them a lithe-limbed greyhound essayed a brief race with the *Pennsylvania Special.* Fleet as the creature was, we passed him as though he were a china dog cast in the pose of the chase, and his defiant yelp was lost in the rushing whirlwind behind us.

Approaching Harrisburg, the men from the steel mills ranged along the tracks shouted a greeting, which Traphagen good-naturedly acknowledged with a "toot! toot!" from his whistle.

In the cab all is dark save for the fitful glow of a small lantern illuminating the water gage and the dials of the chronometer, steam gage, and the steam regulator of the dynamo, which from its place, back in the combination car, is flooding the passengers with radiant light in the snug cars behind.

Again and again Farmington swings open on its long iron chain the door of the firebox to toss in more fuel. Then momentarily the cab is ruddy with the fiery gleam from the furnace. Mountain side and gorge are revealed in the red light like some hellish inferno through which we are plunging and the fireman is a sweltering demon. Then the door swings shut again, blotting out the picture, to leave all more darkly mysterious than before.

Douglass continues to call the signals. "A fireman on this division," he roars into his neighbor's ear, "has not time to ride the box. He has to keep stoking her all the time."

Rain is now slanting down in long, lance-like shafts. Douglass rigs back the plate glass storm windows and fastens it securely with an iron hook to shield our faces from the lashing drops as we peer out ahead, cheek by jowl, through the blackness. It is only a six-inch-wide strip of iron-bound glass, set at right angles to the side of the cab and outside of it, but it partly breaks the violence of the whipping gale of wind and water. In his hand Douglass holds a wad of cotton waste, with which alternately he mops his face and then wipes clean the rain-dashed outer surface of the storm window.

Just ahead looms out of the night a triangular display of green and red

One of the all time great engines was No. 7002, class E-2. Built at the Altoona Shops in 1902, she was remodeled 14 years later to an Atlantic type, class E-7a, and was scrapped at Grand Rapids, Michigan, in 1934. (Too bad she was not preserved!) The Pennsy claims she set the world's rail speed record on June 12, 1905, by wheeling the *Pennsylvania Special* at the terrific rate of 127.1 miles per hour for three unforgettable minutes at Ada, Ohio. (British dispute this claim.)
Photograph by the late Roy W. Carlson

lanterns. They are hung from the rear of a long train of freight and ore cars bound westward like ourselves. It looks as though we must surely douse those lights and telescope that train, but that is only a delusion. The track swerves slightly just ahead and we go careening past the lights and the loaded tons of ore close enough to reach out to them and probably to lose an arm. The novice thought that freight train was standing still until the sight of the driving wheels of its locomotive in rapid motion surprised him.

"That train is making twenty miles an hour," yelled Douglass, "But we're better than sixty now. Look ahead. See the fire belching from our stack. She's doing about all she can do now on such a grade."

On this tortuous Middle Division, with the exception of one or two stretches, there is hardly a continuous two miles of straight roadbed. The Juniata, winding its sinuous mountain course, is crossed fourteen times on stone bridges within a few miles.

At two such points the new masonry bridges are not yet completed. Over the old structures the mighty *Pennsylvanis Special* has to slow down nightly to the modest pace of twenty miles an hour. Lost time must be made up.

Now the *Special* rounded the famous Horseshoe Curve, but in the black rain-scourged night the great bend and the chasm below it were lost in one impenetrable pall of gloom. Peering out the cab window, we could see our train bending like a bow as she swung around, displaying her rear lights, and it was easy enough to feel the machine on which we rode list over as she took the curve.

Altoona was reached on time, at ten minutes past ten o'clock. There we dropped the dining car. The steepest climb of all lay just ahead until we reached the mountain tops at Cresson.

Greenwood retired rainsoaked with 2015 and W. R. Jones, familiarly known as "Bill," one of the most genial engine drivers on the road and one of the best, backed down his own particular pet, No. 1605, for the run over the Pittsburgh Division with J. C. Potts as fireman. J. E. Thorn here took charge as train conductor, and an extra locomotive was ranged up in front of 1605 to help pull up to the summit, where she dropped off on a Y-switch without interference or stoppage.

The novice, eager to fathom the depths, unwisely pocketed his automobile goggles and regretted it the next minute when some bituminous samples out of the stack of the pilot engine smote his eyes and cheeks like hot birdshot, and started unbidden tears coursing down soot-stained cheeks.

Beyond the summit came a wild run with loosened rein down the mountain slopes. Old 1605 took the bit in her teeth as she galloped down through the fateful Conemaugh Valley and into Johnstown of tragic memory. The steel mills were aglow with vivid life; and further on, near Greensburg, long rows of flaring coke ovens made the trackside luminous with serried fires, like the bivouac of an army. Jeannette, Braddock, the scenes of historic industrial struggles, were flaunting their beacons to the sky.

Next the staggering expanse of the East Liberty stockyards, then another fairyland of glistening switch lights, spanned by steel bridges, showing the block signals, and flanked by brilliantly lighted signal towers, and then the hissing of the air brakes as No. 29 pulled into the Union Station at Pittsburgh. She was on time, as usual. It was half an hour after midnight by Eastern time and an hour earlier by Central time.

After a five-minute stop and another change of engine and crew, the *Special* was off for her run across the more level stretches of Ohio and Indiana. Twice again she changed horses in the long relay race across four great states, once at Crestline, Ohio, and again, for the final sprint, at Fort Wayne, Indiana.

As 29 rolled into Englewood early in the morning the suburban Chicago girls were on their way to early church and the peal of church chimes mingled not unmusically with the clanging bell of the locomotive.

On the tick of schedule time, at five minutes of nine o'clock, the *Pennsylvania Special* discharged her passengers in the Chicago station.

A tired, muscle-sore, black-faced novice, as swarthy of feature now as any Pullman car porter, shed his soot-stained overalls in the baggage car. He then sought a life saving station, where a good Samaritan extracted bituminous coal specimens from under the one eyelid and afterward administered a delectable Turkish bath, a shampoo, and a facial massage. ●

Rail's Women's Lib: The Illinois Central has five saleswomen soliciting freight or taking sales training, the Southern had a woman in its drafting department last summer vacation, and the Long Island has a policewoman who can handle a sawed-off shotgun and a revolver with accuracy.

When you said the *Olympian* was pulled off in 1932, you must have meant the *Oriental Limited*. The *Olympian* was not a GN train but a famous Milwaukee Road transcontinental.—Charles Cramp, 31 Broadway, Tacoma, Wash. 98402.

I want to know something about the following railroads; Hetch Hetchy; Conemaugh & Blacklick, Kewaunee, Green Bay & Western; Kanawha & Michigan; Union, and Sumpter Valley. —R.E. Mohoney, 21 Taylor, Canisteo, N.Y. 14823

THE EDITOR'S WAYBILL

by Freeman Hubbard

Photograph from the Staten Island Advance

Joseph Easley drawing his *Along the Iron Pike*, a pictorial feature which probably broke the world's record for longtime appearance of an artist's work in any magazine.

Illustrated with Five of Joe's Cartoons

THINKING of Joseph Easley reminds me of the first line from a Rudyard Kipling poem, "When earth's last picture is painted," for Joe died peacefully on December 21st on Staten Island in New York Harbor, his home for many years. A few months before his death he told me he was 86.

This great but very modest man, gaunt, clean-shaven, and looking somewhat like Abraham Lincoln, will long be remembered as a *Railroad Magazine* illustrator—the best in the business.

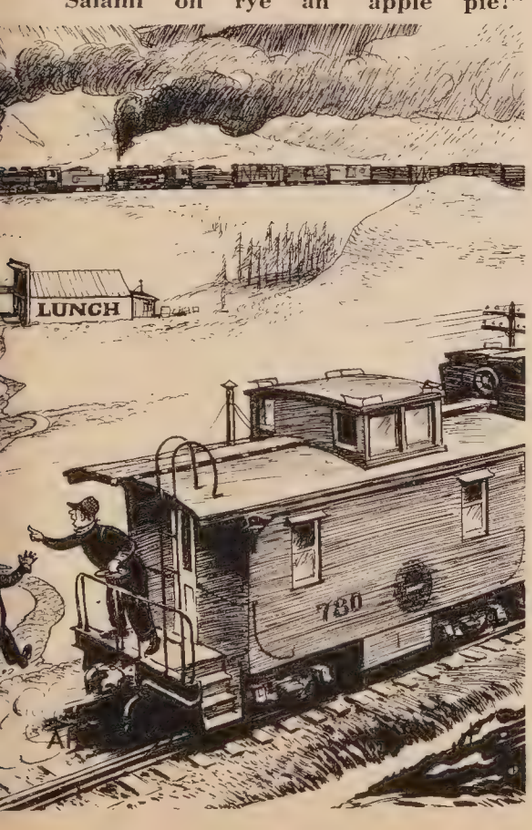
Besides illustrating stories for us in pen and ink and wash for nearly forty years, he had an "Along the Iron Pike" —sketches of railroad oddities—in the magazine from September '35 to September '71, setting a record for continuous publication by a magazine of one artist's work. He also contributed hundreds of other pen sketches and cartoons to *Railroad*. In addition, for part of that period he was a free-lance pro, supplying cartoons to *Collier's, The Saturday Evening Post*, and other big-circulation magazines. He also drew pictures commercially, mostly railroad scenes, for newspaper and magazine ads. One of his clients was the New York Central Railroad.

But Joe rarely talked about himself. He was shy and had an inferiority complex. Even in his prime, when his work in this specialized field was almost unbeatable, Joe would come into my office apologetically with a drawing.

"You won't like this one," he often said, before showing it to me, "but I will do it over again if you want."

Now and then he'd bring in two slightly different versions, sometimes

"Salami on rye an' apple pie!"



"Now! Which crew was to blame for that damned head-on collision?"

"Our smart-alecky student is running for the wrong hack. Hope he makes it."

three, of the same picture, saying: "Take your pick and throw away what you can't use."

It hurt me to hear a man of his skill and experience belittle his own work, especially when it was winning favor over much of the English-speaking world. Not more than about once in two years did a *Railroad* reader send me a letter or card criticizing an Easley drawing, and even then the mistake was usually very minor.

Yes, sir, Joe was a bearcat for accuracy. He would pause on railroad bridges, in yards or depots, or elsewhere along the right-of-way, drawing pad in hand, to sketch various phases of operation. Not only that, but he kept on hand a file of newspaper and magazine clippings of railroad scenes, which he often consulted, in addition to a complete set of our magazine since 1929, and a few railroad books. These things, plus his memory and devotion to his hobby, served as source material for his drawings, which help to explain why they had such a high standard of accuracy.

When Joe drew a station, a water tower, a signal bridge, or any other trackside structure, it was realistic, solidly built, and firmly planted. It had form and substance. Unlike some other railroad artists, he did not hide the wheels of a locomotive behind shrubbery nor trail off his background into weak, scratchy lines. His pen style was free and easy, not rigid. My appreciation of the quality of his art is based on the fact that I studied illustration myself as a youth at the Pennsylvania Academy of the Fine Arts in Philadelphia.

But Joe usually fell down in drawing human figures, especially hands and faces. No matter how expertly he pictured a railroad scene, many of his people looked like thugs or characters in comic art. That was Joe Easley's outstanding weakness as an artist. He should have studied anatomy.

Joseph was born in the Ozarks at Lebanon, Missouri. As a teen-ager he began traveling through North America, supporting himself as a carpenter, a shipyard laborer, a fruit and vegetable picker, and a cannery employe. For a time he lived in Seward, Alaska, then drifted down to San Francisco and helped to rebuild it after the earthquake and fire of 1906 (the year *Railroad Magazine* was founded). He also worked in Panama, and often he was out of work and broke.

Then he came to Manhattan, where he studied with the Art Students League and the National Academy of Design, before settling on Staten Island 37 years ago. On November 29, 1950, the *Staten Island Advance* published a feature article which stated:

Books are all right, pictures may be better, but when Joe Easley is called upon to draw a train of the early 1900's he has a foolproof method. The problem is far from academic, because he makes a living these days mostly by illustrating *Railroad Magazine*. And the method? Why, he just recalls his days as a hobo when he traveled many hundreds of miles in the West aboard freight rattlers—without benefit of ticket. With this store of knowledge, his drawings have an authentic touch that even the most rabid railfan appreciates.

Joe can also remember—from personal experience—Alaska just after the gold rush, San Francisco on the day of the earthquake, and Panama. He is ready to try anything—and finds, usually to his surprise, that whatever he learned becomes useful later. Through it all, however, his railroad interest and art work have survived.

His art work is characterized by a fussiness for accuracy. Frequently he is called upon to depict rolling stock of a century ago. The editor of *Railroad Magazine* usually provides him with pictures, but Joe often has to improvise.

"If a drawing isn't right," he said, "you can be sure the readers will write in and point out the mistake."

"My birthplace was a little town in Missouri," he told me, in one of his rare talkative moods, "but a railroad ran through it, and train arrivals and departures were big events."

I asked, "How did you happen to get interested in illustrating?"

"I always wanted to do it," he replied, "but before I could start, I had to see the world. With no money and no

"We warned you girls it would be tougher coming back!"

"Looks like a good item for *Along the Iron Pike.*"

prospects, I journeyed to the West Coast as a hobo, hopping freights and riding the blinds. I didn't want to make a living at being a hobo. I just wanted to get there."

He reached Seattle, Washington, when a newspaper there was sponsoring a cartoon contest for amateurs. Joe entered a drawing which won the first prize, two dollars. That was the first payment he ever received for art work. It was also the last—for several years. From Seattle he meandered up to Alaska in 1905, to assist in building the terminal for a new cable line. At that time the Russo-Japanese War was in the headlines. Joe remembered reading about it in a newspaper the size of a letter sheet. Then he headed southward, arriving in San Francisco on the day of the earthquake and fire.

Eventually, Joe enrolled in a correspondence school to study art.

"After three lessons," he said, "I quit because I decided that you couldn't learn art by mail. Even with a teacher standing over you, it's hard enough to learn."

So he came to New York, his first visit to this city. While working part time as a carpenter, he attended two art schools. But his money ran out.

"I had just enough to take me to California by traveling steerage in a boat by way of the Panama Canal, paying $50 for the 25-day trip. That was before the Canal was built. In Panama we had to cross the isthmus by rail. Then, heading up the west coast of Mexico, we stopped at many villages along the way. Sometimes we go into a dock, but most of the time little boats would come out and take you ashore for a quarter. It was fun. I wouldn't have missed it for anything. In fact, I have never regretted any of my experiences."

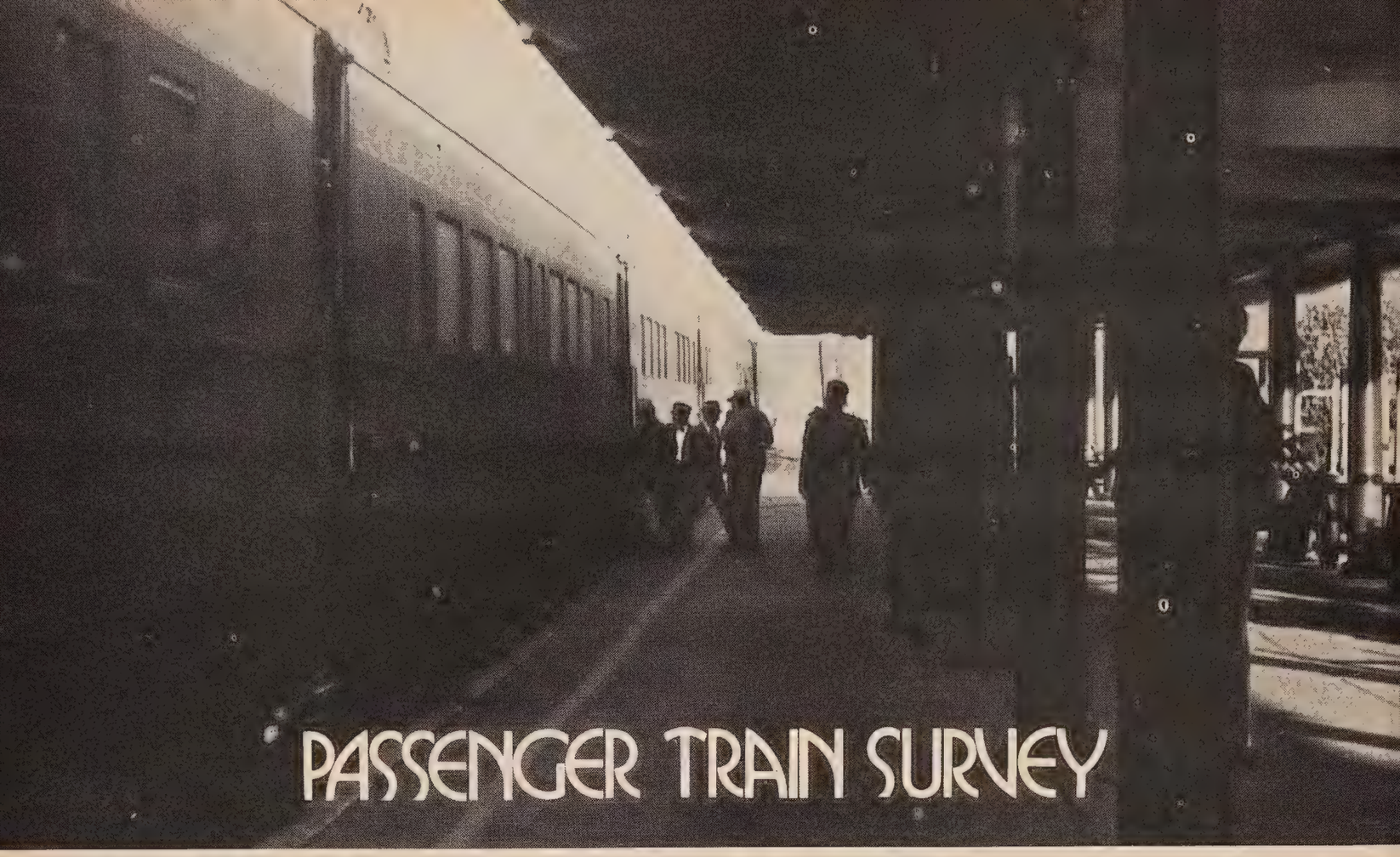
In California he met many "bindle stiffs" and picked fruit and vegetable crops on ranches. Some bindle stiffs who were refused jobs or were grossly underpaid would burn haystacks. To prevent such vandalism, the ranch owners agreed to feed all comers and, if necessary, put them up in bunkhouses overnight. I hardly need to say that the future *Railroad* artist never became a full-fledged bindle stiff nor engaged in vandalism.

Eventually, Joe Easley found himself helping to erect the buildings for the Panama Pacific Exposition of 1914 in San Francisco. Then, during World War I, he worked at Fort Dix in New Jersey and at the Hog Island shipbuilding plant near Philadelphia.

"They just missed me in the draft," he chuckled. "I had wanted to fight during the Spanish-American War, but was too young then. I trembled in my boots during the first World War until Armistice day in 1918."

Afterward, Joe earned a living with art work. He hired out to an advertising agency in New York and began contributing cartoons to big-circulation magazines and eventually—because his style was regarded as "too old-fashioned" for some modern editors—devoted more of his time to *Railroad.* I continued to publish his drawings until our October '71 issue. After that, his health failed rapidly.

His wife, Ethelind, naturally worried about him. I offered her some nutritional suggestions, too late to be effective. Joe died at six a.m. four days before Christmas and I sent his widow a funeral wreath of flowers. The only other survivors are Joe's two brothers, both from his birthplace in Missouri. The body was cremated. But his art work will remain as long as back numbers of *Railroad Magazine* are preserved, and that will be a mighty long time. ●



PASSENGER TRAIN SURVEY

C&O's eastbound George Washington about to leave Charlottesville, Va., station on first day of Amtrak service May 1, 1971.
William E. Warden, Jr., 1216 Shamrock Lane, Waynesboro, Va. 22980

OFFICIAL pressure for better passenger service came recently from Washington, D.C., from the House Transportation subcommittee and the ICC. The former summoned some top railroad officials to answer charges that they're bucking Amtrak in its efforts to make a success of intercity rail passenger trains and that they're getting too much "gravy" in the "cost-plus contracts" they have with Amtrak for operation of the trains.

The subcommittee sought this information before making a decision on Amtrak's request for another $170 million in Federal funds to keep the service going to mid-1973.

All who testified entered pleas of "not guilty." Among them were Louis Menk, president of the Burlington Northern; R. D. Spence, vice president-operations of the Southern Pacific; W. T. Rice, chairman, Seaboard Coast Line; William H. Moore, president, Penn Central and John Reed, president, Santa Fe.

They claimed (1) they're not "sabotaging" passenger trains by giving freights preference and (2) the operating contracts they have with Amtrak, far from enriching them, do not cover all costs attributable to the passenger service. These contracts reimburse the carriers for expenses, plus 9 percent.

ICC Chairman George M. Stafford explained to the subcommittee a proposed set of rules laid down by the commission, designed to improve the quality of rail passenger service by Amtrak and by railroads outside the Amtrak network. These rules include:

No passenger trains shall be sidetracked for freights, "except in emergency."

A reservation and information service shall be set up, "readily available" day and night, including a nationwide toll-free reservation system.

Trains must not depart or arrive later than 15 minutes after scheduled departure or arrival time for each 500 miles of the journey.

Travelers shall be supplied with the type of accommodation for which they've paid. If that's not available, they shall be given better accommodations or get a refund plus free accommodations, if they are of poorer quality.

"Reasonable connections" must be furnished.

Trains must include sufficient varied types of equipment to meet travel demands.

Stations shall be clean, well-lighted and heated, and shall be open for at least two hours before scheduled train departure.

MOST of the December '71 issue of the industrial magazine now called *Modern Railroads: Rail Transit* (5 S. Wabash Ave., Chicago, Ill. 60603) was devoted to an in-depth survey of Amtrak to date, which editor Tom Shedd sums up by stating: "Despite start-up problems and a much bigger than predicted operating deficit, the new passenger-service corporation is steadily improving its services." He finds "a little grist for everybody in Amtrak's first six months," which he points out as follows:

—For the train rider, there was the sharpest cutback of service in history (something like half of all the trains operating before May 1 were lopped off when Amtrak took over), followed by a gradual improvement in the equipment, punctuality and cleanliness of the trains that remained.

—For the railroads, there was relief that they would no longer suffer from the $200 million annual losses that passenger trains were running up (they won't get the full saving until they have paid all the costs of joining Amtrak).

—With Amtrak's first year operating deficit running at an indicated $153 million, (compared with estimates of about $110 million when the corporation was formed), there was vindication for those railroad executives who for years had been insisting to a skeptical public that they were losing their shirts carrying passengers.

Mr. Shedd also deals with the handicaps under which Amtrak began life and under which it still labors, particularly "its gross underfunding" and "the impossibly short time allowed to get the new company moving."

The total initial funding of some $337 million is less than the cost of one moon shot; it is pitifully small considering the tremendous capital that would be needed to provide a really modern nationwide passenger service.

With regard to the abrupt starting of Amtrak, he comments:

President Nixon signed the Railpax legislation on Oct. 30, 1970. He then appointed eight incorporators who had from about Jan. 1, 1971, to May 1 to organize the company, decide on the basic routes and services, make contracts with the railroads, and get the show on the road.

There was much agitation to extend the take-over date for perhaps six months and there was a lot of confusion, stumbling, and false moves; but in the end Amtrak did begin operating as planned on May 1. That it did is a tribute to the hard work of the incorporators.

Mr. Shedd tells how the organization was built up and what it is doing now. He quotes Amtrak's President Lewis as saying: "If I didn't think there was a place for passenger trains, I wouldn't be here today." Finally, Mr. Shedd states:

"There is tremendous potential for rail passenger service", asserts Harold E. Graham, vice president-marketing. "The downhill slide is going to be stopped. We have a product that has a great many advantages that have never had the particular stress that they have today.

"We're in a fine position when it comes to the emphasis on the total ecology; we're in a fine position from the stand-point of noise abatement. We also have a situation such as in Massachusetts where the governor has said: 'We will not build any more airports; we will not build any more highways.' "

Will Congress, as it ponders Amtrak's need for more funds, consider these and other solid benefits of having a basic passenger train network?

Will Congress recognize that Amtrak, like any other new enterprise, must learn to walk before it can run?

ANOTHER timely article that is worth reading is "The Non-Amtrak Roads" in the Fall '71 issue of *Passenger Train Journal.* Anyone interested in passenger service should read that beautiful, well-edited magazine, which is published quarterly at 300 Independence Ave., S.E., Washington, D.C. 20003, at $1.25 a copy, $4.50 a year, $8 for two years.

RAILROAD PRESIDENTS used to pay at least lip service to their intercity passenger business. That time is fast ending. B. F. Biaggini of the Southern Pacific says: "Amtrak should preside over an orderly shrinking of rail passenger service. People just won't ride trains nor pay what they should to support the service."

According to Anthony Haswell, director of the National Association of Railroad Passengers, 417 New Jersey Ave., S.E., Washington, D.C. 20005: "The current lackluster financial performance of the *Coast Daylight* reflects 15 years of Southern Pacific efforts to downgrade service and discourage patronage; a virtual absence of Amtrak promotional effort; and under Espee operational control, a very poor on-time performance record since inception of Amtrak operations."

Ben Heineman, the head of Northwest Industries, holding company for the Chicago & North Western Railway, describes Amtrak as "a sentimental excursion into the past for legislators over 50."

Louis Menk, head of the Burlington Northern, is equally eloquent. "The long-distance passenger train," he says, "is in the same position now as the stagecoach once was to railroading. It is time to let it die an honorable death."

THERE WERE 3,000 passenger cars in service on American railroads

CP Rail photograph

Curving CP Rail M-6616, *The Canadian*, in majestic Rockies near Field, B. C.

"You can take more picturesque shots from train windows than you can from airplanes," writes Edward J. Wojtas, editor of the Rock Island *Rocket*. "I made this one near Santa Barbara, Calif., last October while I was on my way to a railroad editors' conference in San Francisco. Just happened to be standing in the train vestibule, leaning on the open Dutch door, with a Nikon and a 200mm lens, shooting scenery, but didn't expect to photograph this kind of scenery."

when Amtrak took over last May. We examined them all. We tested the ride and the brakes. Checked the doors, the seats, the lighting.

Some of you know what shape these cars were in because you used to ride them. So you won't be surprised that we decided that only 1200 were good enough for the kind of rail service we want to give you in the future. Most of them are stainless steel. All are air-conditioned.—From an Amtrak advertisement.

WEEK-END "fun trains," which began running on January 21st, are operated by Amtrak between Los Angeles, Calif., and Las Vegas, Nevada. The scheduling of such trains had been urged following the success of similar runs between San Francisco area communities and Reno. The trains carry gaming and recreation seekers from the metropolitan area. Arthur C. Davis of Reseda, Calif., recalls that some years ago the Union Pacific experimented with similar trains but had to give up for lack of patronage. It will be interesting to see how long Amtrak can keep them going.

No one has taken up New York State on its offer to sell Albany's historic Union Station for $320,000. State General Services Commissioner Almerin C. O'Hara wants to see it demolished. "In my opinion," he says, "the state can no longer afford to maintain the building. It would be difficult to rehabilitate." The price of demolition has been put as high as $100,000.

AMTRAK's board of directors has modified its position on giving free passes. Hereafter, employees of the 13 railroads operating Amtrak trains—but only those who worked full time prior to the Amtrak take-over last May first—may travel without charge on Amtrak trains which run on their employing railroad.

The existing half-fare privilege of such employees for travel elsewhere on the Amtrak system, as well as of those hired since April 30, 1971, and retired employees, and eligible dependents of all employees for travel on the entire Amtrak system, remains in effect.

Amtrak annual passes are good for travel on an employee's home line. The passes, together with half-rate orders, have been issued to the participating railroads, who furnish them to their employees under Amtrak's guidelines. In both cases, the transportation is restricted to coach service. However, by paying the appropriate accommodation charge, an employee may upgrade his travel into parlor, sleeper-coach, or sleeping-car accommodations.

CANADA offers young travelers the choice of rail or air transportation at cut rates through a single youth-travel discount plan offered jointly by Canadian National Railways and Air Canada. Previously, each company issued and honored only its own youth cards. The new dual-purpose cards, priced at $3, are available to anyone between 12 and 21 and will be honored by CNR and Air Canada.

Aside from that, the Canadian Railway Labour Association remains opposed to any changes in transcontinental passenger trains or service until such time as the Canadian Transport Commission can offer the public a complete survey of transportation needs in the years ahead.

Letters from Readers

SEVERAL small inaccuracies regarding Amtrak mar February *Railroad. Trackside in the Diesel Age* said Amtrak owned certain E-8 and E-9 units. Actually, all diesels used on Amtrak trains are run by the railroads under contract and owned by the railroads themselves. Amtrak doesn't own a single loco, not even the Penn Central 4316, which was painted for Amtrak's opening ceremonies last May first.

Passenger Train Survey said Mexican railroads were trying to buy 600 cars from Amtrak. They aren't. The cars they hope to buy are some belonging to U.S. roads. That department also stated that "a number of Western roads, including UP and SP, removed their new FP-45 locos from passenger service." Actually, neither UP nor SP ever owned such units, but the Milwaukee and Santa Fe do. UP still uses E-8's and E-9's while SP still uses 4-year-old SDP-45's mixed with FP-7's. The SP is also leasing UP 908, 929, 947, 958, 912-B, 922-B, and 958-B (E-9 A-B) to Amtrak as extra power. —Steve Hoskins, P.O. Box 2251, Huntington Beach, Calif. 92647.

Have you noticed the absence of passenger rail service in the Far Midwest? No service is now available between the cities of St. Paul-Minneapolis, or between Des Moines and Kansas City. A train traveling a route such as the CRI&P mainline between the Twin Cities and K.C. would provide service for these cities as well as Des Moines, which has none.

Nor is there service between Omaha and K.C. any more. If you want to travel by rail from Omaha to Oklahoma City, Dallas, Houston, or even Flagstaff, Ariz., you must go back east at least to Galesburg, Ill., and then head down to Kansas City to make connections.

There has been no Omaha-Twin Cities rail service via C&NW for more than 10 years now. Such a connection would benefit not only travelers between the two areas but those from even Denver. These cities are now isolated from much of the South and Southwest.—Dale R. Whitehead, 2043 Fowler Ave., Omaha, Neb. 68110.

TRACKSIDE IN THE DIESEL AGE

By JIM EDMONSTON

Minneapolis, Northfield & Southern No. 23, one of the two DT-6-6-20's still in service on the line switching in Glenwood Yard, Minneapolis, August 20, 1971.
Both photos on this page by John H. Kuehl, Chicago, Ill.

CHESAPEAKE & OHIO'S new General Electric U-30B's numbered 8200-8209, which probably have been delivered before you read this, are equipped with EMD control stands, except for one unit with the prototype model of the new proposed AAR standard control stand. This is significant in view of crew complaints about GE's old stands. A fine illustrated article on this subject appeared in a recent issue of *X2200 South.*

The Washington Terminal Alco RS-1 which I reported seeing in Cincinnati was bought by Birmingham Rail & Locomotive, a dealer, according to Tom Lawson, Jr., P.O. Box 8311, Birmingham, Ala., one of the South's foremost locomotive authorities. WT 49 and 58 await sale at BR&L and a sister, No. 64, has been sold to Alabama Power at Columbia, Ala. The latter was derailed and damaged while enroute on the Louisville & Nashville and is now back at BR&L for repairs.

I have just received from Kent Stephens, 7 Jean Lane, Chico, Calif., a thorough report on disposition of Southern Pacific's Baldwin AS-616's, including the B units. It's too long to reproduce here without sacrificing details, but I'll mail a copy to anyone who sends me a self-addressed stamped envelope. Two SP AS-616's are still extant: No. 5233 at Chrome Crankshaft Co. in Belle Gardens, Calif., and No. 5208 stored by SP at Sacramento, awaiting restoration for display.

How's this for a one-man fantrip—Mexico; British Columbia; Spokane, Wash.; Stockton, Calif.; Greenville, Miss.; and Erwin, Tenn.? It was taken by Peter Rickershauser, 1 Sutton Pl., Florham Park, N.J., who racked up this impressive mileage in a quest for vintage diesels. At Saltillo, Mexico, he found pieces of NdeM Baldwin Centipede 6402, but no clue to two other Centipedes reported operating a year ago. Does any reader have a clue?

On the Canadian Pacific the world's only operating FM C-Liners are now working out of Nelson, B.C. These A units—4055, 4057, 4081, and 4105—alone are left. They handle a branch to Cranbrook, leaving about noon, usually with the equally-rare H-16-44's. The CP men don't expect them to last long. Three Canadian Pacific Trainmasters (FM) are left, at Trail, B.C.: Nos. 8900, 8904, and 8905, switching a CP-owned industrial complex there. Pete made a rare shot of a freight led by all-FM power: H-16-44, TM, H-16-44 and C-Liner, unmatched anywhere.

He says the Spokane, Portland & Seattle men don't like their remaining Alco FA's, referring to them as "dogs." We hope our dog-loving readers don't resent this slur. Pete found the Western Pacific using F-3's out of Stockton and, in Tennessee, the Clinchfield at Erwin with a rare EMD NW-3 1000-hp light road-switcher, No. 361, ex-GN 180. Only seven of these were built, all for GN (175-181).

We've mentioned the Baldwin road-switchers on the Columbus & Greenville. Pete thinks their days might be shortened by Mississippi's replacement of a 16-hour crew law with a 14-hour law. The C&G has cut back to one round trip daily. Two new GP's could handle that. (Note to Mike Eagleson: the C&G also has a 4-6-0 in Greenville, but no details are available.)

NEW JERSEY NEWS. The Jersey Central's SD-35's are scarce in the northern coastal area, but Gary Crawford, 35 4th Ave., Neptune City, N.J., spotted three of them on a sand train eastbound out of Lakewood. Usually the Southern Division sees only Alco RS-3's and GP-7's and 9's. Last September, you may recall, the Pine Creek steam tourist road, which is 3-foot gage, ran a diesel spectacular, using Pine Creek No. 5, a 1931 Plymouth 0-4-0 gas-mechanical loco, converted to diesel, with a General Motors 3/71 engine, East Broad Top hopper No. 824, Rio Grande stock car No. 5723, and Pine Creek's 4-wheel caboose No. 5. The 0-4-0 had been operated by Raritan River Sand in Nixon, N.J., until 1965. She's a Plymouth model DL-11, or was until dieselized. Not exactly "super-C," but where else will you find a narrow-gage freight in New Jersey?

The Bangor & Aroostook, the Duluth, Missabe & Iron Range, and the

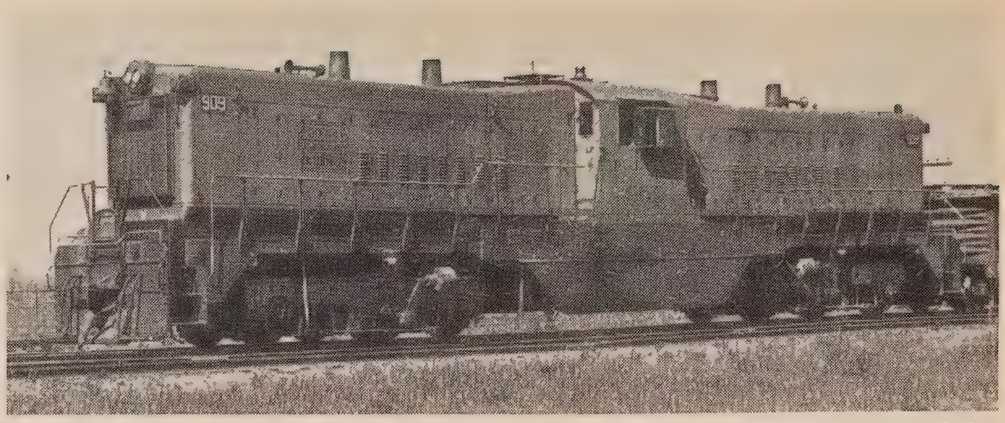
EJ&E No. 722, ex-122, last original DT-6-6-20 on the "J' at Joliet in 1971.

Bessemer & Lake Erie leased out some locos last winter. Those units have been spotted on the Milwaukee Road, CP Rail, and the Morrison-Knudsen Construction Co. in British Columbia. The 470, monthly newsletter of the 470 Railroad Club of Portland, Maine, reports that Maine Central GP-38 No. 253, five yellow boxcars in the 29000 series, and ex-Reading yellow caboose No. 664 were used to film sequences for the movie entitled "Two." Sequences were shot October 13th along the Amonoosuc River between Fabyan and Twin Mountain, N.H.

I learned from a Missouri Pacific brakeman, N. J. Shacklette, R.R. 1, Villa Ridge, Mo., that the Ewing Avenue diesel shops have taken off the prime movers from E-8 No. 37 and are shipping them to EMD as a trade-in. MP E-8's remaining are numbered 38, 39, 40, 41 and 42 (ex-B&M). The road also has No. 43, the only E-9 owned by the Chicago & Eastern Illinois before MP takeover.

A note on E-5's: Bob Harmen, 1510 Crestmoor Dr., Pueblo, Colo., says the the Colorado & Southern and the Fort Worth & Denver, both Burlington Northern subsidaries, each have a new A-B set of E-5's, but that the only E-5A on earth now is C&S No. 9952A, ex-CB&Q 9911-A, the *Silver Pilot*; displayed at the Illinois Railway Museum in Union, Illinois.

April Locomotives of the Month are Baldwin's big center-cab transfers, the 2000-hp DT-6-620 and the 2400-hp RT-624. These are huge, lengthy, double-switcher models with six-wheel trucks and all axles powered, hence a C-C wheel arrangement. Intended for use on the heaviest humps for transfer and for slow-speed, low-mileage, road work, they competed favorably with EMD's cow-calf transfer models.



EJ&E No. 909, ex-109, one of EMD rebuilds, with transfer on Chicago's South Side.
Photo by John Kuehl, Chicago, Ill.

During the period in which they were built, 1946-'54, seventy Baldwin center-cabs were sold, while EMD's cow-calf configurations fielded 77 sales. However, crews complained about the noise and heat of Baldwin units (characteristics of the breed, no matter which model) and the lack of visibility from the steam-type cab, centered squarely between the long hoods. Track alignment suffered from the 76-inch wheelbase on DT-6-620 (74 inches on RT-624). Even so, the power was very impressive, as with all Baldwins. When given good, straight track and a job to do, the center-cabs were tough. The only models I've observed personally are RT-624's on the Pennsy. Nos. 8959 and 8960 were used in 1957 on the hump at Pitcairn, Pa. When operated in tandem, those fellows could shove some prodigious strings up the puller.

Actually, the two models are similar in appearance, but on the DT-6-6-20 much experimentation was done with the air intakes, while the body styles seemingly changed with each order. Overall, the engines looked like two Baldwin switchers welded back-to-back with a common cab on a single frame. The long hoods were high and square, the cab roof barely rising over the tops. Ends were slightly pointed, in a chisel-nose styling. Most units rode on the Commonwealth General Steel Castings truck, but late RT-624's used a heavy tri-mount truck.

In May '46 Baldwin built the first DT-6-6-20, which became Elgin, Joliet & Eastern's 100. She was unique in employing two 608NA (normally aspirated) engines, the only center-cab not turbocharged. This fact makes EJ&E 100 easy to spot, as no other Baldwin C-C had multiple stacks. The 100's hoods were flush with the frame ends, due to the extreme length of the 8-cylinder prime movers. Naturally, there was no tubocharger bulge, and

Collection of Jim Edmonston
PRR No. 8113, RT-624, in Philadelphia area in 1956, was last center-cab built. Note trimount trucks and dead steam loco.

a single set of air-intake grills was mounted high on each corner of the hood. She did not have the fish-belly tank shielding of later units. When built, she had odd steam-type barred pilots on each end. Scrapped in 1961.

DT-6-6-20's with two 606SC (supercharged) engines were sold to six roads. Their body styles seemed to differ with each order. The second and most prevalent configuration had a single long set of grills set low at the front corners of the hood, and raised number boards on the hood ends. Turbocharger presence dictated a single fat stack and the telltale bulge in the hood near the cab. A fish-belly tank shielding was set under the cab.

Style 3, built only in November, 1949, shows a double set of grills mounted high on one end and a single set low at the other end. Number boards are indented and set back along the hood sides. Style 4 has indented number boards but uses the double set of high-mounted grills on all four sides. A fifth style, that of the Duluth South Shore & Atlantic (Soo Line) engines, points out the obvious experimentation with the air-intake grilling. The Soo's 397 (ex-DSS&A 301) shows a single short set of grills midway down the hoods and raised number boards on the ends, but lacks the fish-belly tank shielding. All styles rode on Commonwealth GSC trucks.

RT-624, the 2400-hp version, used two 606A turbocharged prime movers and was two feet shorter than DT-6-6-20, with a more pronounced chisel-nose, a single set of intake grills set midway down the hoods, and no fish-belly. Some had Commonwealth, other tri-mount, trucks.

DT-6-6-20's with 606SC engines went to the Santa Fe, the DSS&A, the Elgin, Joliet & Eastern, the Minneapolis, Northfield & Southern, the St. Louis Southwestern, and the Trona. Santa Fe 2600-2606, of which 2606 was Baldwin demonstrator No. 2000, was bought in 1950. All were traded in between 5/62 and 2/63 for GE U-25B's. The DSS&A 300-303 were renumbered Soo Line 396-399 after that road had taken control of DSS&A in 1960. Units 397 and 399, the last two, went to EMD 1/67.

The EJ&E 101-126, the largest DT-6-6-20 fleet, is still mostly intact, although all operating engines are part of the 14 repowered by EMD between 2/56 and 7/58. This program put two 12-cylindered 567-C prime movers in place of the old 606-SC's, which necessitated EMD hoods. The end product is a 2400-hp brute. The lower, wider EMD hoods taper up to meet the high Baldwin cab and they fair in at the bottom to fit the Baldwin underframe. Units now feature four stacks.

EJ&E renumbered the fleet to reflect the repowering. All repowered locos became the 900-series, all original units 700's. Thus the only remaining original DT-6-6-20 on EJ&E is the 722, ex-122, stored at Joliet pending cannibalization. EJ&E 126, then 726, was Baldwin demo 2001, eventually scrapped.

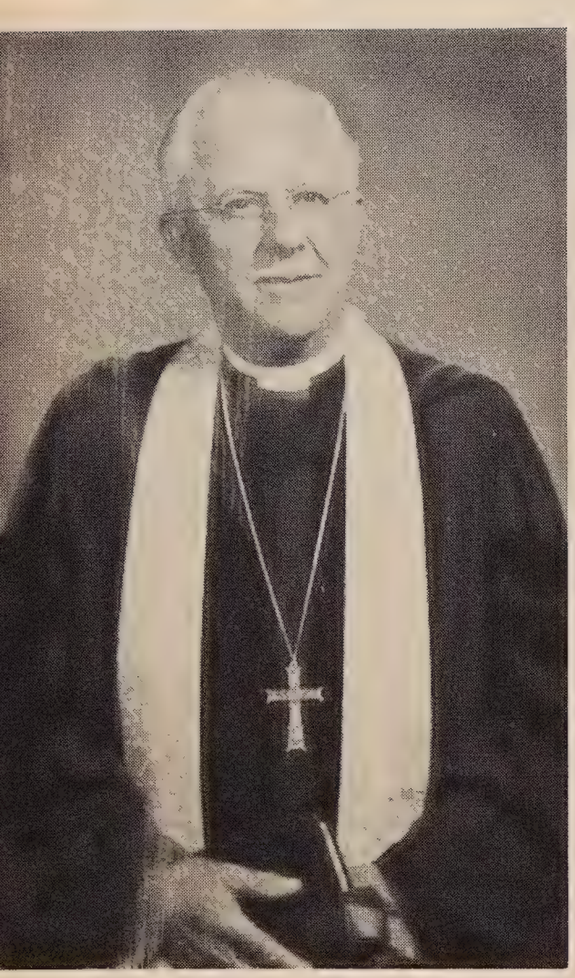
MN&S 20-24 are now down to two locos, 21 and 23, which operate out of Glenwood Yard in Minneapolis. However, John Kuehl of Chicago says MN&S has cut off major maintenance on them and their future is black. SSW (Cotton Belt) 260, the only DT-6-6-20 on SSW, was traded in on Southern Pacific U-25B's, then sent to Precision Engineering and scrapped 12/63. Trona Railway's 50 and 51 are still operating—as of now.

RT-624's were built for MN&S and the Pennsy. The MN&S 25 is gone; so are all PRR's, making RT-624 extinct. Pennsy had nine of them, Nos. 113, 8952-8965, and 8724-8731. The 8113 survived two renumberings, to 8966 and then to non-operating 08966, and was seen on the East Altoona dead line in spring of 1969 in company with another RT-624. Doubtless they are gone by now, probably traded in or scrapped about the time of the Penn Central merger. No. 8113, built 2/54, was the last center-cab ever produced.

Please continue sending diesel locomotive news to my home: 792 Farnham Court, Cincinnati, Ohio 45240. ●

Three-generation railroad family inspects Grand Trunk Western's new 2,000-hp diesel electric loco, GP-38-DC, one of twelve delivered at a cost of $3 million recently at Detroit, Mich. At the ceremony GT president Robert A. Bandeen (left) shares his enthusiasm for the bright blue and orange locos with the Neubaums of Pontiac, Mich., whose GT work record spans 67 years: Jack D. Neubaum, Sr., 22 years of service; Jack, Jr., two years, and Clifton C., grandfather, 43 years.
Anthony M. Franco, Inc., 28 West Adams Avenue, Detroit, Mich. 48226

DSS&A No. 303, style 5 DT66-20, near Duluth. Loco became Soo 399, traded in 1967.
Collection of Jim Edmonston



Bishop Spaugh in robe and vestments.

INTERESTING RAILFANS No. 112

BISHOP HERBERT SPAUGH

by FREEMAN HUBBARD

THE STORY of X2715 did not break until 1970, two years after Bill Knapke and I had jointly written *The Railroad Caboose,* a hard-cover book with 237 pages and more than 165 illustrations. So we couldn't include it in our chapter on "Retired but Not Dismantled," which tells about crummies that had outlived their usefulness in freight service but instead of being scrapped were sold or donated by their owners to individuals, groups, or towns, for a variety of uses.

X2715 was a wooden-bodied red caboose that had rolled maybe half a million miles over Southern Railway lines. The advent of larger freight cars, longer trains, and radio communication between the locomotive cab and the rear end had gradually outmoded the classic little waycars with doghouses (cupolas) such as the X2715. So after a railfan bishop, Herbert Spaugh, D.D., LL.D., pastor of the Moravian Episcopal Church at Charlotte, N.C., had repeatedly expressed a desire for such a relic to serve as a hideaway for his hours of writing and meditation, a telephone call came from the Southern Railway:

"Your caboose is waiting for you on a siding in our North Charlotte Yard. Come and get it!"

Surprised and overjoyed, the churchman scouted around for a site on which to put it. A wooded area near the Charlotte airport, just off a main road, seemed to be ideal. So the Bishop had his crummy's wheels and trucks removed and its body hauled to the chosen spot and set upon a solid base so that its floor would not be too cold. Then he personally remodeled the old chariot inside. Knotty pine paneling insulated and beautified the floor and ceiling. The installation of modern housekeeping improvements turned the waycar into a home.

Like all other Southern cabooses, this one bore the name of the division point out of which it operated: Winston-Salem, N.C. The name evoked nostalgia, for Herb was born in that city on September 30, 1896, the son of a furniture manufacturer.

At age 13 he attended a city-wide revival service conducted by Evangelist Reuben A. Torrey and a sweet-voiced Gospel soloist named Alexander in a Winston-Salem tobacco warehouse. The eloquent preaching and singing reached deep down inside of the lad and stirred his emotion to such a pitch that he stepped forward with eyes shining and professed Christianity. I, too, remember Torrey and Alexander. I went to one of their great meetings in a Philadelphia armory. Herbert's experience, unlike mine, was a turning point in his life. Despite some backsliding years later, it led him eventually into the Moravian ministry, a bishopric, and the pastorate of a church for 42 years.

Herbert and his brother were train-watchers in their early youth. They liked to visit an uncle in Avalon, N.C., stand on his front porch, and gaze with delight at Norfolk & Western trains with fleecy smoke plumes rounding a curve in the Mayo River. Sometimes they laid Indian pennies or crossed straight-pins on the track to be flattened by the trains. The uncle was a textile mill superintendent. One day the mill burned down and he went to work in the N&W shops at Roanoke, Va.

"I often walked over to the Win-

This caboose, in which the Bishop finds privacy, has a phone that is unlisted.

Destination, oblivion! Four Southern Railway diesels haul a string of steam locos to scrap yard in 1954.
Photograph by Bishop Herbert Spaugh

ston-Salem railyard to view its activities," the Bishop tells me, "and study the cars and steam engines that stood on its sidings. Years afterward, while attending college at Bethlehem, Pa., 600 miles from home, I was intrigued by the Camelbacks operating in that area."

In 1924 he moved to Charlotte and established a Moravian church there, known as the Little Church on the Lane. Since then he has kept in touch with Moravian headquarters at Winston-Salem. While driving between those two points he has often parked his automobile outside the Southern Railway yards in Spencer, N.C., and gotten out to explore the yard itself and its large railway shops.

He has also been collecting photos, mostly of steam power, taken by himself and other fans. For nearly 40 years he has been writing a daily column called *The Everyday Counselor* for *The Charlotte News*, which is now being syndicated to 24 other newspapers. It interprets life from the religious viewpoint and is gemmed with homespun philosophy such as: "Some people will climb a tree to put off doing a thing until tomorrow, when they could stay on the ground and do it today, and now."

Space does not permit us to go into more than a few of Herbert's many activities: how he quit the Moravian Theological Seminary to go into the furniture business with his father, served in the U.S. Army, returned to business and married, went back to the seminary, received his degree, was elected one of the twelve Moravian bishops in the United States, had a junior high school named for him, and established a branch of Alcoholics Anonymous and served on the Charlotte Board of Education for 27 years.

Dr. Spaugh has had four religious books published. Barbara Harding, a radio-TV scriptwriter, wrote a paperbacked biography of him entitled *The Boy, the Man, and the Bishop*, 178 pages, illustrated, with a foreword by Billy Graham and an indorsement by Norman Vincent Peale. It came out a few months ago.

Barbara Harding tells me: "Like most of us, Dr. Spaugh is late occasionally in keeping appointments. Once, when he arrived a few minutes behind time, he was introduced whimsically to a religious group as 'the late Bishop Spaugh.' Because he has a good sense of humor, this remark must have amused him.

"The telephone seems to bug him when its ring interrupts some job on which he is concentrating. I have seen him jerk the phone off his desk, drop it into a scrap basket, and calmly resume his work. The Bishop has a phone in his caboose, but it is unlisted.

"One day last December, just before his biography came off the press, the two of us had been featured on a TV show. Upon leaving his studio, I said I'd like to play hookey on such a fine day. 'Let's do it,' he enthused. So we had a picnic at a roadside restaurant, with the wind blowing his white hair, and then took a ride. 'I have some pansies I've been wanting for a month to plant,' I said. So we went to my house and he insisted that I plant them, regardless of what else had to be done. His warmth and understanding of my almost desperate need to get into my garden again touched his heart.

"I remember one time he was left speechless. He opened his mouth and not a word came out. That was when he was retiring from his pastorate after 42 years and the congregation presented him with an electronic organ, just the kind he had always wanted."

"His large hands give a clue to his personality," says Mrs. James S. Smith of Gastonia, N.C. "They are workmen's hands, capable of doing jobs like rebuilding retired railroad rolling stock and pipe organs, but still tender and loving at times when you need a pastor's touch."

The Rev. Eugene P. Poe, minister of the Westminster Presbyterian Church in Charlotte, informs me: "Bishop Spaugh is perhaps the only man with whom I am acquainted, either in or out of the ministry, who seems to have no awareness of people's color of skin or station in life." Actually, the Moravians have always been integrated, according to the Bishop; his world-wide denomination has more black members than white ones.

Near Winston-Salem in the village of Bethania is a small church, the second

oldest edifice of that denomination in North America. An historic bell hung in its steeple. Legend says that early settlers cast their jewelry into the crucible from which the molten metal was poured to cast the bell and give it a mellow tone. But one day near the mid-1940's fire destroyed the famous church and its bell.

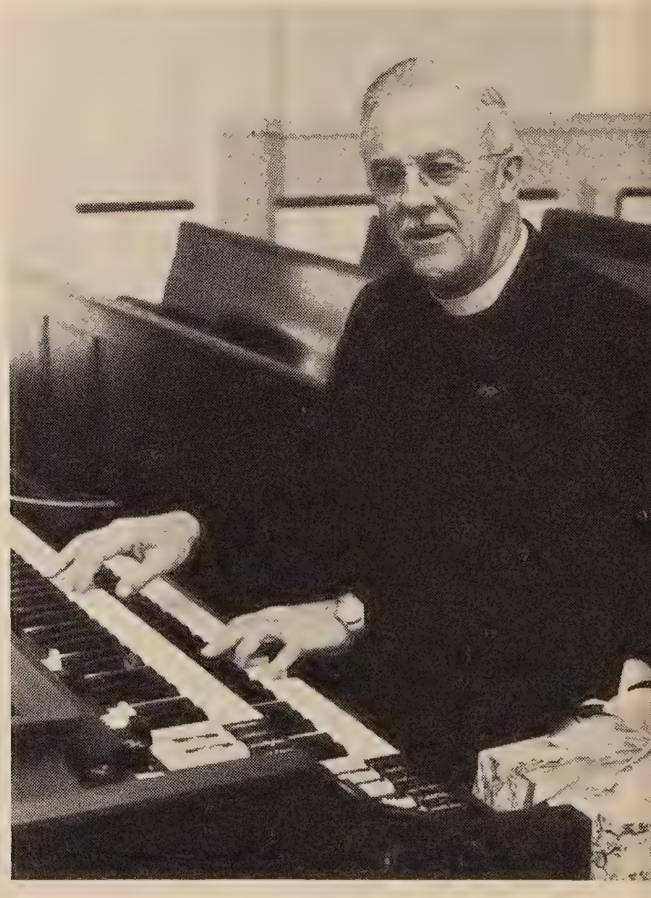
In time, a new church was built there. One of its members, who had done some work for the Southern Railway, was personally acquainted with the road's president, Ernest Norris. Inasmuch as the Southern had begun to retire stream power, he asked Mr. Norris if they would donate a bell from an old engine for the new edifice.

They did. One of the Southern's public relations men wrote a brief account of the incident, which he used as a poster and for newspaper advertising to show that the locomotive bell, like the railway itself, was continuing to serve the South.

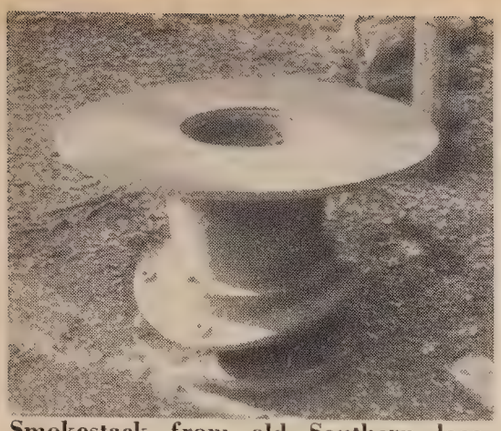
Several years later, the Little Church of the Lane in Charlotte, where Bishop Spaugh was the pastor, built a new sanctuary, with a steeple like Bethania's, and needed a bell for it. The Bishop, who occasionally devotes his newspaper column to railroading, naturally thought of a Southern locomotive bell for the new sanctuary. Local rail officials turned him down. He then appealed to President Norris, enclosing a copy of the Bethania story he had written for his column. In reply, Mr. Norris sent him a bell, highly polished and suitably engraved.

Three buildings of the Little Church on the Lane, where Dr. Spaugh was pastor.

The good Bishop then set his sights on a caboose for himself, with the results I have mentioned. X2715 is outfitted for working, sleeping, and thinking. He uses it as a retreat from his busy routine. Herbert and his wife, the former Miss Ida B. Efird, often drive there on a Sunday evening and stay until Monday afternoon. It is electrically heated in winter, air-conditioned in summer, and has cooking and plumbing facilities. Comfortable beds have replaced the original oilcloth-covered bunks. An efficient stove-sink-refrigerator combination has been installed beneath the cupola. Some-



Dr. Spaugh as an organist. (Left) In his church at the console of the organ which he designed and had built to his specifications with material taken from several old organs. (Right) Playing the electronic organ which his congregation gave him.



Smokestack from old Southern locomotive, presented to Bishop Spaugh, was too large and too heavy to fit into his caboose, so it was turned upside down, embedded in concrete to be used as an outdoor grille and table.
Photograph by Herb Thompson

Bishop's caboose was hauled on a lowboy to wooded spot where it now stands.
Photograph by Bishop Herbert Spaugh

times the Bishop plays railroad sound records there. Once a week he goes to this quiet spot to prepare his daily newspaper column.

"My wife and I spent a memorable moonlit evening in that caboose," recalls Frank S. Worthington of Chattanooga, a retired vice president of Southern Railway. "The marker lights were shining brightly and the Bishop was dressed for the occasion in an overall jacket, railroader's peaked cap, and red bandana. At another time, I visited the Southern Railway shops at Spencer, N.C., with Dr. Spaugh and his sons. The Bishop proudly drove a Pacific type steamer around the shop yard, proving himself a master of the throttle and air brake."

Railfan No. 112 has three other hobbies which he takes seriously: music, woodworking, and tinkering with clocks, and is also a good cook. He likes to build pipe organs and cabinets, and used to play the pipe organ professionally as organist and choir director in several churches. It was in one of those choirs that he first met Ida, his wife. They have two sons: Earle, now a medical doctor, and Herbert, Jr.; and a daughter, Carolyn (Mrs. Robert Farmer).

Dr. Spaugh is about 5 feet, 10 inches, weighs 180, and is agile and erect. Occasionally he plays golf, but most of his physical exercise nowadays is walking and calisthenics. Some of his public speeches are enlivened with humor. A Charlotte friend says of his preaching: "The Bishop often gets sidetracked into railroading or some other subject and never seems to get back to his original text."

He is a perfectionist. "I want things done now," he tells me, "and have little patience with delay or sloppy work." Then, in answer to a question: "I have been reading *Railroad Magazine* for years, I have huge piles of them, none of which I have given away. Your fiction stories appeal to me most."

In 1954 the Southern gave him a second steam locomotive bell. This one he keeps in the study of his home at 130 North Canterbury Road, Charlotte, N.C. 28211. Also in his study is a gleaming steam chime whistle mounted on the wall.

In answer to a request from Bishop Spaugh, President Brosnan of the Southern Railway gave him a locomotive smokestack weighing about 800 pounds. It was too big and too heavy to be taken inside of caboose X2715, so it was erected nearby in a concrete base for use as an outdoor barbecue grille and table. I learned this from a retired Southern safety engineer, Herbert Thompson, who knows Dr. Spaugh quite well.

The Bishop has often traveled in engine cabs. "In fact," Thompson chuckles, "he is just as happy in one of them as if he were riding a golden chariot on his way to the Promised Land." ●

Southern steam engine No. 301, a gift to Charlotte, N.C., was hauled down the city's main street one Sunday in 1965 with the Bishop and the Mayor in her cab.

PHOTOGRAPHS OF THE MONTH

You can almost hear the crickets. Gulf, Mobile & Ohio No. 61 on Dwight-to-Washington local near Low Point, Ill., May 21, 1971. If given final ICC okay, IC will absorb GM&O, creating Illinois Central Gulf with nearly 9,500 miles of track.
Photo by Roger A. Holmes, P.O. Box 124, Hudson, Ill. 61748

Col. James G. Bogle, 1749 Dyson Dr. NE, Atlanta, Ga. 30307

Burial plot of Dixie Civil War hero, Peter James Bracken, gets appropriate marker through efforts of rail historian Col. James G. Bogle, USA retired, at public unveiling ceremony honoring this veteran railroad engineer September 25, 1971 on Holley Ridge in Rose Hill Cemetery, Macon, Ga. Some 21 descendants and interested citizens attended.

Photo by William T. Morgan, P.O. Box 6863, Ft. Myers, Fla. 33902

Raindrops are falling, but lens gal Joan Hatch and cat keep dry under station platform at Trains of Yesterday Museum in Hilliard, Fla. At left is L&N combination car No. 676, built in 1913. In near background is 0-4-OT No. 2, built in 1925 by Vulcan. Once owned by Gulf Power Co., loco is lettered American Railroad Equipment Association. Note engine in rear shed.

Photo by Paul C. Wales, San Bruno, Calif. 95066

SP No. 1640, an Alco PA-3, stares down its long nose past a distinctively-fluted headlight at Miss Spiked-Heels after just bringing in a passenger train from the east to Sacramento, Calif. PA-3 was built in 1953.

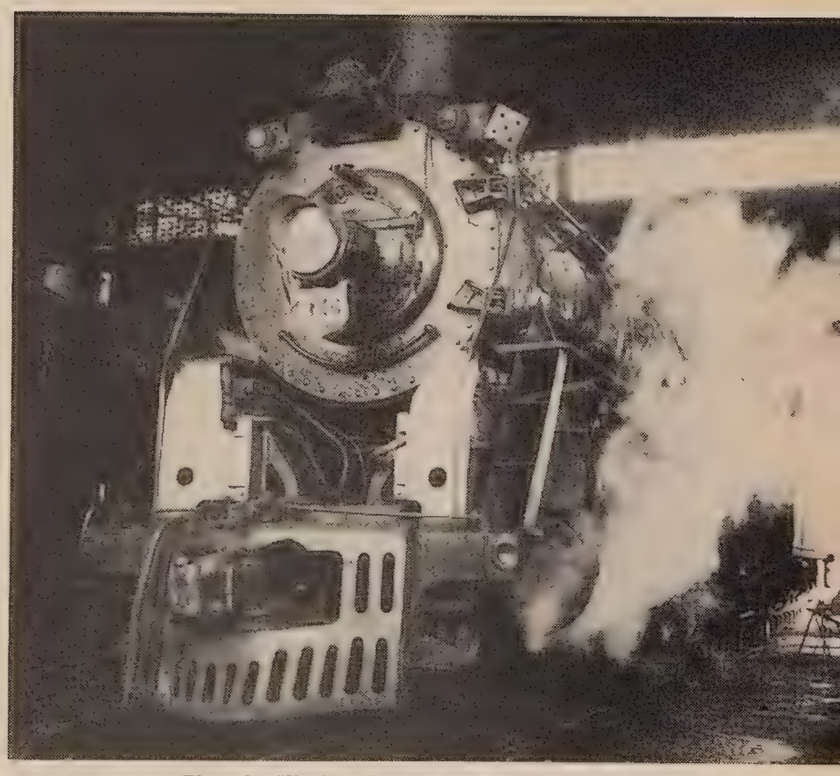


Photo by Virgil C. Staff, P.O. Box 268, Berkeley, Calif. 94701

NdeM QR-1 No. 3033 in the Casa redonda at Valle, July 13, '67.

Finnish State Railways No. 2203 on morning express at Pori ready for dash to Helsinki. The 1900-hp, HR class loco was snapped by 8-year-old Erik Hulsey. Mom is shown in pursuit of this junior railfan.
Erik Hulsey, 1104 E. Market St., Aberdeen, Wash. 98520

R.J. Hughes, 20 Woodland Park, Rochester, N.Y. 14610
Retreating upstate New York snow-line gives mute testimony to rough winter as four assorted Penn Central E-units swing a westbound mail and express train through a beautiful reverse curve west of Lyons, N.Y., April 15, 1971.

Fast disappearing railroadiana is this hand-operated B&M crossing gate at Melrose, Mass. Budd car is on regular commuter run into North Station of Boston.

Phil Jordan, P.O. Box 172, E. Arlington, Vt. 05252

Unidentified lass watches smoke from Wannamaker, Kempton & Southern steam loco as train disappears into distance after it leaves Kempton, Pa., station on a beautiful summer's day.

Wally Ely, Box 24, Kempton, Pa. 19529

J. Howard Audibert, 6632 28th St. South, St. Petersburg, Fla. 33712

Seaboard Coast Line's No. 91, the *Champion*, southbound from New York to St. Petersburg, shown in Pinellas Park, Fla., 16 hours after wreck December 23, 1971. Vandals removed a switch lock, directing one E-8 and two E-7 EMD "A" units onto junk-yard spur at 55 mph. Eleven of 15 cars were derailed; 19 persons were injured.

Iowa Transfer Railway No. 1, ex-WCF&N, at Des Monies, Iowa, April 3, 1949. When Iowa Transfer was dieselized in 1950, its only locomotive was sold at Ft. Dodge, Des Moines & Southern.
Collection of C.W. Jernstrom, Railway Photos, 822 Pelham Dr., Ft. Wayne, Ind. 46825

Judy Karmen of North Walpole, N.H., watches as Steamtown's "Brandy" Martin finishes up replacing the main rods on Maine Central 2-8-0 No. 519. One of the major jobs at Steamtown last season was putting rods back on display locomotives.
Frederick G. Bailey, Bellows Falls Rd., Walpole, N.H. 03608

C&O diesel loco gets ride on turntable at Detroit roundhouse before heading out to Grand Rapids on No. 7, June 21, 1953.
Both photos by Elmer Treloar, 101 California St., Highland Park, Mich. 48803

CNR gas electric No. 15822 dozing in the sun at Halifax, N.S., August 9, 1957. Wonder why caboose?

STEVE MAGUIRE'S

TRANSIT TOPICS

TWO of the most luxurious and advanced rapid transit cars of all time went into operation on January 5th in Cleveland, Ohio. A third car will follow shortly. Sporting a new, fast, propulsion system hitherto unknown, the restyled equipment was made possible by a $1,274,200 grant from the U.S. Department of Transportation's Urban Mass Transit Administration.

Cleveland Transit System "CusTomerS" travel in living-room comfort aboard these "Airporters." The remodeling was keyed to passenger comfort and appeal. The first thing you notice is the attractive blue, green, and white interior color accent. Once inside, you find warm gray-brown floor carpeting and blue contour seats, which are bucket-type, neat, and cozy.

The lowered ceiling is painted a soft putty gray. It suggests not only a living-room but improves the acoustics as well. Seat spacing has been widened to give more leg room. Commuters bound for far-away places appreciate the luggage racks, redesigned for easier use and with an added area for garment bags.

Once the car is underway, you notice the swift and smooth acceleration. Its motors include a solid state control arrangement which takes 600-volt direct current from the overhead wires and converts it to variable frequency alternating current to make the wheels revolve. All conventional electric cars today are using DC. The AC system was designed by Westinghouse Air Brake Co. (WABCO) to save maintenance and operating costs. With AC it is possible to produce a smooth control and eliminate jerks in starting or stopping. The energy generated during braking is transmitted back to the overhead power lines, thus saving in power consumption and the resulting costs. This system is known as PWM, or pulse width modulation. Three CTS cars are equipped with the new improvements.

Cleveland Transit System's beautiful new "Airporter" cars include many modern features, such as wide entranceways for easy ingress and egress of passengers.

Carlos C. Villarreal, the Urban Mass Transit Administrator, operated the first car from Hopkins International Airport to the downtown Cleveland Union Terminal, an 11-mile trip which took only 18 minutes. We will be watching these new cars from the standpoint of performance and passenger appeal, and we hope other cities will follow Cleveland's example.

TWO Federal grants totaling $60 million for mass transit in the metropolitan Chicago area are announced by John A. Volpe, Secretary of Transportation. This sum will finance the purchase of 100 new rapid transit cars, 21 new electric doubledeck rail cars to serve Chicago commuters, and alas! 500 new buses. Each commuter rail car is air-conditioned and will seat 130 passengers. All will be leased to the Chicago South Shore & South Bend for service between Chicago and Indiana suburbs.

A third grant—nearly $25 million to the West Suburban Mass Transit District—is likely to be approved in the near future, to enable the District to buy 94 double-deck commuter rail cars and 21 diesel locos currently being operated on lease by the Burlington Northern for Chicago-Aurora commuters. The District plans also to modernize its cars and locos and buy 25 additional double-deckers. As Volpe says, "The Chicago area is getting better mass transit because state, county, and city governments have worked together to make it possible."

Chicago Transit Authority runs North America's second largest public transit system and annually carries more passengers than all of the nation's mainline railroads combined, even including commuter services. Each new car, equipped with the latest safety and comfort devices, will cost between $166,000 and $200,000. By replacing older cars, some built in 1922, CTA's air-conditioned rail fleet will be brought up to nearly 40 percent of its 1,200 cars.

The new grants also will permit the building and remodeling of rapid transit facilities such as terminals, subway stations, employee services, etc., besides the installation of additional safety signal lights on the Douglaston branch of the West-Northwest route. Also, the Newport and 62nd Street power substations will be modernized, and overhead trolley wires will be replaced with third-rail power on the Evanston branch.

THE PRICE of subway tokens has been raised by the New York City Transit Authority from 30 cents to 35 cents. Many years ago, when we began editing this department in *Railroad*

Outside, the new CTS cars are painted silver with green, blue, and white striping. The interior is roomy.

Magazine, the New York fare was a nickel.

But what really "bugs" us is that 13 New York subway projects, including the much-needed Second Avenue line, which were supposedly financed out of the approved 1967 transportation bond issue, are in jeopardy of not being completed or at least stalled in the indefinite future. Because of inflation, lack of Federal funds and the city's deep financial troubles, less than one third of the money required for the projects actually exists today. The cost was originally estimated five years ago at $1.35 billion but has now risen through inflation and higher wages to $2.2 billion.

A MONORAIL transportation system is included in the unusual park now more than halfway completed near San Diego, Calif., designed to exhibit about 1,000 wild animals and birds in their natural settings. It is located about 30 miles north of San Diego in San Pasqual Valley, a rugged mountainous area.

Target for the opening date is May 1, 1972. The monorail will provide visitors with a one-hour ride, five miles long through the park and its wild animal areas and reproduction of African villages. The line is a modification of the "Airporter" monorail system manufactured by WABCO.

TRAFFIC topped 40,000 for the first time while setting a new record on the Lindenwold-Philadelphia high-speed line of the Port Authority Transit Corp. one day last December. Total annual patronage was 6.1 million in 1969 and 8.6 million in 1970. It is expected to reach 9.5 million when 1971 totals are confirmed.

STREETCAR service has been resumed on Route 15 in Philadelphia by the Southeastern Pennsylvania Transportation Authority after two years of unsatisfactory bus service over its route. Reason for the change to buses on this Girard Avenue route had been construction of a new bridge over the Schuylkill River that required rerouting of the service.

Although Girard Avenue trolleys replaced the temporary buses, another Philadelphia streetcar route had to be abandoned to buses for a rather unusual reason. Route 47, one of three in the downtown area, also had been temporarily supplanted by bus service two years ago. Recently, while SEPTA was considering a return to trolleys, the city decided that some downtown streets, including one served by Route 47, needed resurfacing. So a complete new black-topping job was done on the street covering the SEPTA rails.

SEPTA officials had recommended that the trolley service be resumed if the city restore the tracks to working order. However, when told it woud cost between 50 cents and $1 a square foot to remove the asphalt topping, they agreed to keep their buses running, even though they knew that trolleys created less air pollution and should be maintained in operation wherever possible. We thank Art Munson of Willingboro, N.J., and Norman J. Seidelman of Pennsauken, N.J., for sending this news.

RAPID TRANSIT noise and vibrations in Chicago are being studied by a firm of accoustical consultants, Wilson, Ihrig & Associates, Inc., to which they were assigned on January 6th by Michael Cafferty, chairman of the Chicago Transit Board.

"Chicago Transit Authority has a responsibility to reduce noise wherever possible," he says, "and to have a continuing strategy for maintaining the lowest possible noise levels. We have hired a consulting firm which is active in a similar capacity to the Bay Area Transit District of San Francisco."

The proposal includes: (1) Study of existing noise and vibration levels in trains operating in subways and on elevated lines and noise levels on station platforms; (2) an initial evaluation of methods and materials for reducing noise in subways and on elevated structures, and (3) determination of the areas where further study could yield beneficial results.

The reports from this survey are expected to provide information affecting the design of the new Civic Center station (the Randolph-Washington stations of the State and Dearborn subways), included in the first year of CTS's $121 million capital needs program. Increasing awareness of noise as a harmful ingredient in urban life will be reflected in the purchase of all new CTA equipment. CTA will formulate specific plans to reduce noise produced in subways, on el structures, and by buses in city streets. A major part of the program is the design and construction of a six-car rail-grinding train to remove roughness from rapid transit tracks known to contribute to the roar of train operation. It is expected to be in service next fall.

DIGGING into past history, we learn that 25 years ago James J. Kilroy of Halifax, Mass., took delivery on a streetcar which he won in a contest at Everett, Mass., for the best explanation of that famous announcement, "Kilroy was here." Jim said it stemmed from his scribbling on material he examined during the war at the Bethlehem, Pa., shipyard. He said he was planning to use the car, minus trucks, as a home for his family, and it would carry the legend, "The Kilroys are here."

ONE of Canada's last trolley freight roads was converted to diesel operation, as this department anticipated several months ago: namely, the Cornwall Street Railway, Light & Power Co., which operated several freight switching lines at Cornwall, Ontario. Canadian National took over the lines and

placed diesel locomotives in service last August. A parade held on Oct. 3rd to mark the end of electric service was featured by all remaining electric railway vehicles. It was led by motor No. 14, formerly of the Springfield Terminal RR. in Vermont, carrying the Mayor and other officials and followed by motor No. 7, which pulled passenger cars filled with dignitaries. Did you see the photo in our March issue?

According to John Wallington, 3460 Keele St., Downsutew, Ont., Canada, who sent us this news, old freight motor No. 17 and work car No. 4, a former streetcar, have been donated to Cornwall for display.

HIGHWAY ACTION COALITION (HAC) is the name of a new Washington-based group now intent on "busting" the so-called Highway Trust, according to the *News* bulletin of National Association of Railroad Passengers, 517 New Jersey Ave., S.E., Washington, D.C. 20003.

Theodore Kheel, prominent New York labor mediator and chairman of the Coalition's advisory board, lashed out at the Highway Trust Fund, saying: "Our economic structure has provided the impetus for massive subsidies to the auto-related mode of travel and forced some of the public transportation systems of this country out of business."

This Fund is the Federal Government's mechanism which pumps billions of dollars into new superhighway construction each year. HAC hopes to open up this fund to urban mass transit. It is not pleasant to announce that the Highway Users Federation, a conglomerate lobby representing auto, oil, trucking, and other pro-road interests, is planning to spend over $250,000 to publicize the need for additional highways.

HAC aims to raise at least $15,000 for its anti-highway campaign and is distributing copies of its master map, showing where major highway battles are taking place around the nation. At present this includes 146 different controversies in 40 states and the District of Columbia.

A poll, conducted by the Highway Users Federation but hitherto kept secret from the public, has been released by HAC. It shows that a convincing majority of Americans who live in cities want autos kept from urban centers. Some 57 percent of the interviewees living in urban and rural areas said they "think it would be a good idea" to limit the use of automobiles in downtown areas of cities. Of people living in cities with one million or more in population, 66 percent favored the idea. Further information about HAC is available from Linda Katz, Highway Action Coalition, 731 Dupont Circle Bldg., Washington, D.C. 20036.

Trolley Museums

CORRECTIONS are in order to our story of the new operating trolley museum line at Minneapolis, Minn. (Feb. issue). Known as the Minnesota Transportation Museum, it operates within the city limits, but its postal address is Box 1300, Hopkins, Minn. 55343. Trolley 1300 is operated on Saturdays and Sundays between Memorial Day and October, also on Wednesday evenings.

WISCONSIN Electric Railway Historical Society, formerly located at North Lake, Wis., is moving all of its equipment to the village of East Troy. The move is expected to be completed by the end of this summer. The new location, three acres of leased land, is on the right-of-way of the railway line (owned by the village of East Troy) which was formerly part of the Milwaukee Electric Ry. & Light Co. system. The electric line was retained for the seven miles between East Troy and Mukwonago Jct., where there is an interchange for freight cars with the Soo Line tracks. The new site is on Highway 15 and county trunk highway J, about three miles north of Highway 20. Associate memberships to WERHS are $7.50 for the first year and $5 thereafter. Address: P.O. Box 726, East Troy, Wis. 53120.

ALAS! the American Museum of Electricity, which planned to operate a tourist line near Schenectady, N.Y., North Shore interurban cars and a rare beginning with the acquisition of two old electric loco, has folded up and given the three pieces of equipment to the Connecticut Electric Railway Assn. museum at Warehouse Point, Conn. The pieces were trucked to that location late last year. The Connecticut outfit has many trolleys in its operations. Now that they have two big interurban cars they will have to take special care of their track.

A REQUEST from Bill Jernstrom, 822 Pelham Dr., Ft. Wayne, Ind. 46825, calls for information about former Cedar Rapids & Iowa City interurban car 111 that is stored in a Santa Fe roundhouse in Kansas. This car was bought by an individual when the CR&IC was abandoned years ago. We are not giving its exact location, to help guard it against vandalism; but the owner may write Bill Jernstrom.

Overseas Transit News

HIROSHIMA, rebuilt into one of Japan's most modern cities since its destruction by the atomic bomb, has taken steps to save its streetcars. Most Japanese cities are discontinuing streetcar lines. But this one accepted petitions from residents asking that the trolleys be preserved in order to reduce traffic hazards and air pollution.

Officials have issued new rules prohibiting automobiles from driving in lanes reserved for streetcars. Hiroshima's streetcars, formerly halted in long traffic jams, now travel at the prescribed speed of 7.2 miles per hour. Passenger load increased by 8 percent to an average 6,000 riders daily after the traffic restrictions went into effect December first. Nine other cities in Japan still operate streetcars, all at a financial loss.

SOUTH KOREA early in 1974 will become the second Asian nation, following Japan, to have a subway running. A near six-mile line, the first in the nation's ten-year subway construction program, is scheduled to open by the end of 1973 at a cost of about $81.4 billion. The first underground train route will connect the Seoul central railroad station near downtown with Chongyang-ni in the eastern part of the capital.

The overall program calls for construction of two more lines, running 22 miles and 13.3 miles, by the end of 1981. Construction on the first route began last April, with President Park Chung-Hee breaking ground. The metropolitan government activated a subway construction office in June last year, and South Korea formally asked Japan's help for the program. Japan has promised to assist this project.

STOCKHOLM reports a vast program of betterment of rapid transit in recent years. *Modern Railroads* reports that the Swedish capital's efficient subway-rapid transit system has been continuously expanding its commuter lines. In 1964 part of the Swedish State Railways (SJ) were coordinated with other transit—buses and subway. Commuter trains, however, continue to operate over SJ rails.

In 1968 the City of Stockholm and the County formed a federation for the planning, building, and operation of public transportation. State grants covering 95 percent of the basic structure for subways were made, which means that about 40 percent of the total costs, including installations and rolling stock, are based on national grants. New cars for the two commuter lines which cross Stockholm at the Central Station consist of 102 two-coach sets of MU cars. These cars replace slower, locomotive-hauled units.

ACCORDING to the East Berlin newspaper *Berliner Zeitung*, a bread roll fell down from a bakery truck onto streetcar tracks in the East German city of Schwerin and derailed a trolley car. Henry Korman of Longview, Wash., sent us this item. We'd like to hear from other readers who know of oddities involving streetcars, with or without pictures.

Chester Traction Co., which began operating between Chester and Media, Pa., on March 6, 1893, inaugurated mail service with this car around the turn of the century; but for a reason unknown to us, the mail run ended shortly afterward.
From collection of I. Frank Lees, 39 E. Front St., Media, Pa. 19063

New Electric Publications

Utility Cars of Philadelphia: 1892-1971, 132 pages, 8½x11″, with soft cover but stapled binding; $5 from the author, Harold E. Lox, 80 Virginia Ter., Forty Fort, Pa. 18704. Too little has been published about non-revenue traction cars. As the title indicates, this book deals with the many diversified types of work cars, etc., used on surface and subway lines. Included are rosters, photos, drawings, history, and even timetables of mail cars and tariffs of express service—practically everything except schedules of funeral cars! For those interested in Philadelphia or in utility cars, this is a welcomed book. Photographic reproductions are good.

Canadian Electric Street Railways and Interurban Lines, 34 pages, 9x6″, with stapled binding, costs $2 from Ontario Electric Ry. Historical Assn., Box 121, Scarborough, Ont., Canada. This covers all traction companies that ever carried passengers in Canada. Data on each of these 55 companies includes mileage, opening and closing dates, and at least one photo from each company. There is also a map of Canada locating each system except the one in St. Johns, Newfoundland. That line was abandoned before 1949 when Newfoundland became a Canadian province.

Canadian Car Builders, a set of three stapled booklets 6x9″, has photos of many types of cars. These booklets total 58 pages and include some rare views of Canadian streetcar and interurban lines. OEHRA sells the set for $4. The booklets are mainly intended for sale at the Halton County Railway trolley museum at Rockwood, Ont.; profits go to that museum.

The Bulletin, Vol 36, No. 4 of National Railway Historical Society has two articles of special interest to our readers. One covers the Panama Tramways that ran in Panama City and the Canal Zone from 1913 to '41, with a map and photos, by John E. Merriken. The other is a nostalgic story of streetcar and interurban days: *The Front Platform*, by Harold Ahlstrom. These *Bulletins* come with annual memberships in NRHS. Contact NRHS, Box 2051, Philadelphia, Pa. 19103.

Long out-of-print histories of some New Jersey trolley lines, included in *The Marker*, have been published by North Jersey Chapter of NRHS and are available from R.S. Wendeling, 114 Oakley St., Roselle, N.J. 07203. These are printed on slick paper, 6x9″ and cover issues from the 1950's to date. (He failed to tell us the price.)

Spring, Dammit!–by "Haywire Mac"

The spring is here; my hair is turning gray;
I'm getting fat and tame and housebroke, gee!
I'd like to travel back along the way
And see the kind of spring I used to see.
I walked today beside the railroad track;
There came a freight train, ponderous and slow.
And from the roof there waved a grinning shack
And, oh, boy, how I longed to grab and go!

Out there are miles and miles of shining rails
And jungle fires beyond the track—Oh, man!
And wanderers who gossip of those trails
And drink their java from a blackened can.
I'd like to wait for trains outside Cheyenne
And grab one as it toils up Sherman Hill
And visit Jimmy Durkin's in Spokane
And line up at the bar and drink my fill.
For fifteen years now I've been keeping soft;
I have a good job, but it is indoors.
I'd like to hear a locomotive cough
And once again to sleep on boxcar floors.
Who wants to hold a job? Who wants to be
So steady and so virtuous a thing
As merits man's approval? Hell, not me!
I'd rather be a hobo—in the spring.

Drawing by the late Joseph Easley

OUTSIDE THE LAW

by Harry Kirby McClintock

SEATTLE in the winter of 1904 was a rip-roaring town, a place that was on the verge of becoming a city but hadn't entirely got over being a frontier camp. Substantial buildings of bricks or concrete housed the downtown mercantile establishments and the business and professional offices; but after a brisk half-hour of walking you would leave the last dwelling behind and find yourself in almost a primitive wilderness.

The skidroad flaunted its attractions for the boomer rails, the lumberjacks from the logging camps, the "sawdust savages" from the screaming sawmills, and the gold-laden miners from Alaska. Streets and sidewalks were paved with wooden blocks—the cheapest material obtainable in a land of giant forests. Also, such paving was easy on the calks of the heavy Chippeway boots worn by huskies who earned their livelihood outside the city limits.

Seattle and Tacoma were locked in a deadly rivalry in those days. Each was determined to be the big seaport and the industrial and financial capital of the Great Northwest, while canny Jim Hill was playing the middle against both ends and making millions.

But the boom was on—both were doing all right. The shipowners and the mill owners and the big lumbermen were doing all right. So were the saloon men, the gamblers, and the heavily painted gals in the parlor houses and the cribs. Likewise the beanery and hotel men, the bankers and bakers and clothiers, the theater owners and actors. Alexander Pantages, who had hit town with a stake earned as a waiter in the Klondike, was operating his first theater in Seattle and founding that chain of show houses that would make him a multi-millionaire and flaunt his name in electric lights from coast to coast.

I was doing all right myself. I had, as a brakeman on the Great Northern, helped Jim Hill to move the wheat. I had also assisted a horde of harvest stiffs in getting out of the long-straw country when the harvest was over—riding freight at one dollar per head per division. This was strictly against company rules, but who cared?

Railroad jobs were plentiful in Seattle and Tacoma. The employment offices were practically begging for engineers, firemen, and shacks on the hundreds of miles of logging roads in the surrounding territory. For the most part they used Shay "side-winders" and the pay-off at the end of the month was as good or better than you could earn as a boomer on a standard road. The drawback—you could always find one—was that it rained almost incessantly all winter. This was no discomfort for the hogger, who had a pretty soft spot; but those Shays burned wood and the tallowpot had to heave plenty of billets into the firebox to keep 'em hot. Still, it was the shacks who really took a beating.

They didn't haul logs on cars. Each separate truck had a drawbar fore and aft. They were hooked together with links and pins and retarded, on the numerous grades, by hand-brakes. On top of the truck was a big "bunker" on which the logs were bedded and lashed with heavy chains. In spotting at the "jammer," a steam crane that hoisted the logs onto the cars, the trucks of each unit were uncoupled and separated according to the length of the sticks to be hauled. The usual, or standard, cut was sixteen feet, but they were often twice that, or even longer.

When all the trucks were loaded, the Shay—which looked a bit cockeyed to mainline men—would whistle off and grind away at the head of twelve or fourteen stacks of giant logs mounted on trucks that were scarcely visible. The two shacks, dressed in rain-shedding Mackinaw shirts and rattling "tin pants," maintained their footing on the loads only by virtue of the fact that they wore logger's boots whose thick soles were liberally studded with sharp, half-inch, steel calks.

THE UPS and downs of a logging road bore some resemblance to a roller coaster. When the shacks weren't galloping over the timber to club up hand brakes in response to the shrill squeals of the whistle, they were gal-

loping back to kick them off again for the ascending grade that followed.

I had taken a fall out of the timber trucks on a previous occasion and knew the score. Inasmuch as no reference was required, there was no physical examination, and an Ingersoll watch would do as well as a Webb C. Ball. It wasn't a bad spot for a boomer to latch on—if you were broke and badly in need of a quick stake.

On this occasion, however, I was distinctly on the prosperous, not to say plutocratic, side of the alley and I had no intention of getting copiously rained on all winter.

I bought a good guitar, "woodshedded" a few days to limber up my fingers and learn the newest songs, and found myself a spot in a nice warm saloon where the customers chunked enough dough into the kitty to pay me better than a switchman's wage.

Then I met Jack Evans. He was a Welshman about my own age, which was twenty-two, and he had deserted a big limejuice square-rigger to try his luck ashore and in a new and growing country. Jack had a consuming yen to own a sailboat small enough for one man to handle and roomy enough to provide living quarters for a couple of handy characters—like Jack Evans and Haywire Mac, for instance. He hadn't any money but, like another mariner in one of Kipling's yarns, he was "a man of infinite resource and sagacity." He discovered a hull, a twenty-eight foot salmon boat, that could be bought for fifty bucks.

"Lumber is the most plentiful thing in this country" he argued. "I can pick up most of what we need when nobody is looking. And what I can't steal we can buy dirt cheap. In two or three weeks time we can build a snug little cabin on this hull with a deck all around the cockpit that'll make her as tight as a corked bottle. I can cut and sew a jib and mains'le—"

"So what?" I inquired.

"Why, dammit man! We'll have a seaworthy little ship to cruise all over the Sound—a floatin' home. We can go to Alaska in her if we want to—or Honolulu, or even Australia for that matter. Independence! That's what I'm talkin' about. We can live like kings."

He sold me the idea. We bought the hull, and "accumulated" lumber for the cabin and a deck. Then we acquired a tiny but highly efficient woodburning stove and a flock of warm, white, woolen blankets that had once been the property of the U.S. Navy.

She was a sweet little ship. I knew next to nothing about small-boat seamanship, but my partner had been practically raised in them. Also, he had first mate's papers for sail or steam, any tonnage and any ocean. So I left the sailorizing to the highly capable Welshman, while I kept the cabin spick and span and revived my knack of caboose-track cooking.

We worked enough to keep the boat stocked with grub. Jack caught a few days' stevedoring occasionally and my musical efforts were good for fifteen to twenty bucks any week-end, which is why we never got tangled into any of the devious angles by which a lot of other beachcombers got by. There were plenty of them; I have seen thirty-five sloops and yawls tied up in "the Creek" at Tacoma. And there were two, three, or four men living on each boat.

The "Puget Sound pirates" were not highly regarded by the local gendarmerie. They would steal anything that wasn't bolted down or protected by an armed guard. Working as longshoremen, they got away with loose gear off the ships and sometimes raided boxcars in the railroad yards; but I never heard them accused of pulling a stickup or rolling a drunk. They seemed to have a code which rated business firms and corporations as fair game but frowned on robbing workingmen.

My partner and I laid off all such capers. We didn't have to, for one thing; and for another, we were restrained by a certain stern, Puritanical fear of the cops. For no reason at all I had dropped my last name and was known as Harry Kirby—and Kirby happened also to be the name of about the most notorious small-boat skipper on the sound. He was said to be a very industrious smuggler of Chinese men and opium which he ran across from Canada on nights when storm or fog kept the Coast Guard boys in port.

Kirby got very friendly with me, probably on account of our identical names, but I got no ideas about becoming a smuggler. Which will account for my consternation later on.

I HAD teamed up with a banjo player and was working in a Seattle skidroad saloon one night, when in walked a boomer rail whom I had known in a division point that was a lot of miles from the Puget Sound country. I am going to call him Billy Mitcham because that wasn't his name, but it is close enough for any oldtimer who might read this.

Billy informed me that he was a freight conductor on the Bellingham Bay & British Columbia, an old logging road that had grown up, donned long pants, and was now a real mainline pike running from Seattle to New Westminster in British Columbia. He said he could get me a job braking, since one of his own crew was about to take a leave of absence for an extended trip to California.

"You won't have to buck the extra board at all," he stated. "The super is a good friend of mine and I can fix it so you'll be called for my crew as soon as you mark up."

That's the way it worked out. Billy introduced me to the super, I filled out an application, passed the medico, had my watch inspected, and turned my name in to the caller—all in one afternoon.

I went to work as Harry Kirby, the name I was known by along the waterfront. I had a phony service letter under that name and had been assured it would stand up. In fact, "Sugar Foot" Burns, who had sold me the document for $2.50 before I left Chicago, guaranteed it.

Billy Mitcham, my conductor, was captain of the only crew that ran all the way through from Seattle to New Westminster, where the BB&BC connected with the Canadian Pacific. A passenger train ran each way every day; but it ran on Canadian Pacific iron and the varnished buggies operated only in daytime. At night, except for an extra freight or two, we had the pike practically to ourselves.

The Bellingham, Bay & British Columbia was a frontier road. I wonder what some of the present day rails would think of what was rated as a pretty fair job in 1904. At both ends of the line we made up our own trains, being careful to switch enough air-equipped cars onto the head end to take care of the braking. This sometimes involved bunching our short loads on the rear end on account of some of them being "jacks."

If a knuckle or an air hose was missing, we swiped a replacement off another car—preferably one on the Great Northern transfer. Mostly we managed to have about fifty percent air, although we couldn't have told you how many brakes were actually working. And sometimes we highballed with no more than four or five "live ones" heading a thirty-five car train.

I never had a good look at the country along our route in daylight, but it seemed to be either dense forest or recently logged-over land, studded with

enormous stumps and littered with the incredible mass of debris that the loggers leave behind. We always had a few merchandise cars for Everett and Bellingham, and the short loads we set out at lonely sidings en route were usually supplies for logging camps back in the woods. Also there were lots of empties going north and lumber to be picked up on the southbound run.

Plenty of passengers rode with us. Mostly they were husky loggers in mackinaw shirts and calked boots, encumbered with big canvas-wrapped bedrolls. Shacks in the West in those days were no cream puffs. But though the custom of 'bo money was well established and almost universal, two classifications got by without argument—the lumberjacks and the hard-rock miners. All you got from them was a battle. Billy Mitcham had told me that there was plenty of money to be made on the pike and I took his word for it. But, on the first northbound trip, I was wondering where it would come from.

Billy, the other shack, and I all slept in the crummy at the New Westminster end of the road. This was about 140 miles from Seattle and we reached it around six a.m. after something like ten hours jogging through the rainy night. We were due to get out again at seven p.m., being a scheduled train and the nearest thing to a manifest hotshot that the Bellingham Bay line operated.

New Westminster was a Canadian Pacific yard with switch engines, so we found all our cars on the same track. We still had to get 'em in station order and switch enough air onto the head end. While engaged in this pastime, I caught an occasional glimpse of a dark figure or two sneaking alongside our train, but I figured they were hobos—and remembered that the Customs men would give us a prettty thorough shaking-down at Blaine, where we crossed the border into the good old U.S.A.

PULLING into Blaine, I dropped off the engine and watched our train roll by, a good way to spot warm journals, dragging rods, and so on. I failed to see any passengers unloading and none were turned up by the Customs or Immigration men. Our merchandise cars were under Customs seal and no seals had been broken. Therefore, we had left the mysterious prowlers in New Westminster—or so I thought.

Reaching Bellingham, about forty-five miles from Westminster and twenty-two miles from Blaine, we steamed up to the water plug and all hands adjourned to the beanery. Said joint was located across the street from the depot and was owned and staffed by Chinese. We devoured hearty feed and the conductor picked up all the checks. The rest of us filed out the door as Mitcham stopped at the cashier's desk, behind which sat a fat Celestial.

With no idea of playing spy, I waited a moment just outside the door. Out of the tail of my eye I caught a glimpse of the transaction inside. Mitcham laid down the checks for our meals—but no money. The plump Chinaman picked them up and handed our conductor an envelope which he tucked into an inside pocket.

The rest of the trip was strictly routine. We pulled into Seattle about the usual time and the other shack volunteered to put the engine away. Mitcham headed for the yard office with his waybills while I sought the crummy for a wash and change of clothes. The conductor showed up as I was on the point of leaving. Without comment he handed me a five-dollar gold piece.

"What's the idea?" I asked.

"Expense money," he said. "You get one of these every time we pull into Seattle. If you use your head, you'll be able to salt away your pay check."

"You mean this isn't a loan?"

"Call it a split," he grinned. "I told you there was dough in this job."

I did some intensive thinking that morning as I headed for the nearest railroad hotel. Five bucks each round trip figured out at two and one-half per day. It was a lot of lettuce in the long ago. With Mitcham picking up the checks when we ate on the road and with sleeping in the hack at New Westminster, it was ample to take care of all my expenses, including laundry, and an occasional tall beer. What got me was, where the hell it came from. I was still trying to figure it out when I fell asleep.

The next trip or two didn't shed any light on the problem. Mitcham always picked up the checks for the entire crew at Bellingham, but he never laid any dough on the line at that Chinese hashery. And the fat Celestial always slid an envelope across the counter.

The other shack, we'll call him "Slats," was entitled on seniority to ride the buggy; but he frequently loaded onto the point—meaning the engine cab—for half the trip and let me hold down the parlor car. And Mitcham usually treated me to a bit of a lecture.

"Look, boomer," he would say, "You're a youngster. And you're set into the fastest growing spot in the USA. This whole Northwest is booming right now and the boom will last for years. Millions of dollars from the Alaska mines are being invested. The lumber barons are cleaning up. Jim Hill and the rest of the railroad moguls are piling up fortunes—but they're opening the country up so that a million little guys like you and me can get in on the gravy. Do you realize that you can build a good house, of five or six rooms, for less than twelve hundred bucks? Add one hundred and fifty for a lot, and what have you got?"

"Well, what have I got? I'm not married and I'm goin' to stay that way."

"Yeah? Lemme tell you something. You can rent your house for twenty dollars per month—that's two hundred and forty bucks per year on your little investment. In five or six years that rent money will build you another house. Where can you beat it?"

"In a good poker game," I yawned. "Look, Mitcham, I like the Puget Sound country, but I wouldn't settle down here on a bet. I prefer to go places and meet strangers and see fresh country."

"Yeah, born boomer, ain't you? I felt that way myself for a few years—now I'm strictly home guard. Go ahead, get yourself an eyeful of scenery and a bellyful of rambling. Come back here twenty years from now and look me up. I'll have an office in a downtown skyscraper and a blonde stenographer and a redheaded bookkeeper. Look me up, and I'll stake you to a ten-spot to eat on."

Well, there you are. Billy Mitcham had soured on booming; but the trail ahead still looked good to me. He might have talked me into settling down if I had stuck long enough.

I KEPT getting those goldpieces regularly and I quit trying to figure out where in hell they came from. Then one rainy night in New Westminster, I got the answer.

Those mystery guys were still to be seen scurrying around in the dark every time we made up a train. I hadn't been able to get a good eyefull of one of them. Then, on a particularly nasty evening, as far as weather was concerned, one of them halted me when I had just finished coupling up the air hoses. I looked him over by the light of my smoky lantern. A pair of bead-bright eyes looked at me. He was a Chinaman.

"I look foh conductoh," he said.

"I'm the conductor this trip," I answered. "Mitcham is sick. You got something for me?" I'll never know what prompted me to make the play.

The Chinaman hesitated. "What your name?" he asked.

"My name Kirby. All China boy know me. You know Kirby?" The name seemed to register. "You know restaurant at Bellingham?" he asked.

"Sure I do," I assured. "Big fat Chinaman runs it."

My mystery man was facing an unforeseen contingency. He did some more fidgeting, but finally decided to take a chance. He pressed something into my hand and beat it toward the rear of the train, with the water squelching in his shoes as he splashed through the puddles. Darkness swallowed him and I examined his gift to me, as his final words came over his shoulder, "Give to fat Chinaman—Bellingham."

I was holding a small card. One side was blank; on the other, in ink, was a column of four- and five-digit numbers. Almost instantly, they suggested boxcar numbers. If that hunch was good, the cars should be in our train—and a quick check showed that they were. The eight numbers on the card corresponded to the rain-washed numerals on eight empties from American roads with Home Route tags on them.

I had one end of the enigma right in my hand; and, as I tramped toward the head end I didn't know what to do with it. When I climbed into the gangway of the teakettle, the hogger, clutching a couple of flimsies, was comparing watches with Mitcham. The fireboy was lolling on his seatbox.

"We've got thirty cars," I reported, "fourteen airbrakes laced up."

Mitcham was as fidgety as a hen on a griddle. He peered back along the train, first on one side, then on the other.

"What do you say?" the hogger queried, "Get out o' town?"

"Hold it a minute!" the conductor snapped. Then he turned to me. "I want to talk to you," he said.

Obeying his terse order, I swung down off the engine behind him and followed him around to the other side of a boxcar on an adjoining track. He wanted information and he wasn't sure of the proper approach.

"Did you see any Chinamen around?"

"Brother," I grinned. "I see 'em every time we get a train out of this yard. But I think I have the one you're looking for." And I handed him the card.

He stuck it into his pocket without a word, walked around the cars again, and gave the hogger the old high sign. I clambered up and watched from the gangway until I saw Mitcham catch the hack.

"What's the matter with the brains?" the fireman queried.

"Damfino," I said, and we were off.

I looked ahead when the hogger whistled into the border station. Bobbing lights through the slanting rain showed where the Customs men were turning out to inspect our drag. I stayed on the engine until she stopped; and then I dropped off on the other side, brushed past a couple of rubber-coated Customs men who were checking seals on the head car, and beat it to the middle of the train. I had memorized a couple of the car numbers and soon located them.

They were empty boxcars. A flash of the lantern showed nothing and nobody in either of them. There was only one other answer. I yanked up the lid of a journal box—and the rays of my lamp picked up a metallic gleam from something buried in the oil-soaked packing.

In a moment I held in my hand a small tin can, a can that was about four inches long by one and a half inches square. A quick swabbing with a hunk of waste disclosed Chinese ideographs. I was holding a five-tael tin of gum opium!

I knew now where the five-dollar goldpieces came from. I shoved that can right back where I found it, closed the lid of the journal box, and did some mental arithmetic as I loped back toward the calliope. According to rumor, one of those damned tins was worth something like fifty or sixty bucks, delivered in Seattle. There were eight car numbers on that card and eight journal boxes on each car. And that meant we were hauling more than three thousand dollars worth of contraband cargo every trip!

INSPECTION completed, we got the old get-out-of-here from Mitcham, who swung onto the caboose again. I followed him into the beanery in Bellingham and saw him slide that card across the cashier's desk as he entered. As he left, he picked up the usual envelope.

The simplicity of it had me fighting my hat. While we were making up our train on the Canadian side, these furtive Chinamen I had seen dodging around in the rain would plant the hop in the journal boxes, handing the numbers to Mitcham. He just slid the card across the desk in the chow joint and, while we were eating, a couple of kitchen boys unloaded.

I did some more figuring as we rolled toward Seattle. Running hop was a Federal rap, if you got caught. The pen on McNeil's Island was, according to rumor, not the kind of place you would pick for a long stay if you could help it. On the other hand, the project looked air-tight. If anybody got caught, it would be the Chinamen.

Having arrived in Seattle, I was all washed up and dressed in my town clothes when the skipper showed up after checking in at the yard office. He put a washpan of water on the stove and flashed me a wry grin.

"Well, boomer, how do you like it?"

"Do I have to answer now?"

"Take your time," he said easily, "and maybe I'll give you one or two other things to think about. I got you placed on this job because I figured you would keep mum. I expect you to do just that."

"You needn't worry. And I'll have my answer by tonight."

We shook hands and I headed for my hotel. I hit the hay, still wondering what course to steer. When I awoke in mid-afternoon, the decision had been made for me. The day clerk had a message requesting me to appear at the super's office.

The super was out of town; but his chief clerk informed me that, as far as the Bellingham Bay & British Columbia was concerned, I hadn't any more job than a jackrabbit. My "guaranteed" service letter had backfired and I was definitely canned on account of "unsatisfactory personal record."

Suddenly I was soured on the Great Northwest. I presented my interest in our sloop to my partner, gave away all my clothes except my best suit—which I was wearing—and loaded myself and the old guitar on the caboose of a Portland-bound rattler. Besides up-to-date Stinger receipts, I had a pleasant jingle in my pockets, and the trail ahead was clear. . . .

About twenty years later, I ran into Billy Mitcham again. He had his downtown office in San Francisco and Seattle. His secretary was not blonde and beautiful; she was gray-haired, highly efficient, and slightly acid.

Mitcham had investments in Alaska and was exporting certain American products to China. He seemed very prosperous, but complained of dyspepsia. And he almost seemed to have forgotten our adventure outside the law. ●

Mike Eagleson

IN SEARCH OF STEAM

Chicago's Brookfield Zoo gets a new loco: No. 242, replica of an 1893 Columbia type. Built at Sandley Light Railway Equipment Works in Wisconsin Dell, Wis., she is 24-inch gage and equipped with modern Link-Belt spherical roller-bearings to overcome misalignment due to track curvature and irregular roadbed. In the background you can see the *Turbo Train*, which was then on a tour of 31 states.

AUSTRALIA is still in steam! New South Wales Government Railway uses a few steamers on mine runs around Newcastle. The main locomotive depot is Broadmeadow, where up to a dozen standard-gage 4-8-4+4-8-4 Garretts continue to wheel coal trains between Newcastle and Gosford on the line to Sydney.

Since my visit there in 1970, the beautiful green Pacifics have been taken off the *Newcastle Flyer*. Diesels and railcars now provide the passenger service, yet mine runs have many 2-8-0's, 2-8-2's, and 4 6-0's still on the job. Several 4-6-4T's pull commuter trains out of Newcastle, while a 78-year-old 4-6-0, No. 3246, still handles a local between Singleton and Newcastle! With more than 2,245,000 miles behind her, she is quite a well-traveled lady. I recall seeing this sturdy British built ten-wheeler thundering out of Newcastle station, laying down a great smoke display for my camera.

Want to buy a locomotive? Magma Arizona 2-8-0 No. 5 is for sale at $30,000. Retubed May 27, 1967, this Arizona engine still was in good condition when she was retired on July 26, 1969. American Locomotive Co. built the Consolidation in 1922 with 51-inch drivers and a Vanderbilt tender. So says Thomas Fransky, who also tells me that U.S. Army at Fort Eustis, Virginia, occasionally uses 2-8-0's Nos. 607 and 612, but Consolidations Nos. 606 and 610 are no longer operational. Who knows what happened to Poppet-valved No. 611?

The steam-powered north-south mainline of the Taiwan Railways on Formosa is being electrified, thus killing off steam, says Freeman Hubbard, who visited this part of the Far East to photograph and ride behind Taiwan steamers. The island's military government no longer has a seat in the tall, greenish, glass-sided United Nations Building that can be seen from the *Railroad Magazine* office nearby. Formosa has about 200 miles of 42-inch-gage railway, including the main line between Taipei and Kaohsiung and several branches.

East African Railways have started taking delivery of diesel locomotives as part of a large order from Canada, Germany, and Great Britain. All steam (including maroon-colored Garretts), will be withdrawn by 1975.

Last November a Chesapeake & Ohio 2-8-4, No. 2760, displayed in Riverside Park at Lynchburg, Virginia, had her headlight, running lights, cab gages, and cab windows broken by vandals! In addition, after scaling an eight-foot barbed-wire-topped hurricane fence, someone stole her brass whistle and number plate! The thief prepared beforehand for this crime by making an exact wooden replica of the plate and attaching it to the smoke box! The Blue Ridge Chapter of the National Railway Historical Society in Lynchburg is offering a $20 reward for the missing items. Contact Richard M. Ayers, 4317 Montgomery Road, Lynchburg 24503.

Cowboy singing and movie star Gene Autry, himself a one-time railroad telegrapher, has donated his former Denver & Rio Grande Western narrow-gage 2-8-2 No. 463 to Colorado and New Mexico Society for the Preservation of the Narrow Gage, Box 2000, Englewood, Colorado. Back in 1955, Gene bought the Mikado for a film production to be made at his Melody Ranch in Newhall, California. When a fire wiped out the set and slightly damaged the old locomotive, he abandoned the project. With one exception, this is the last of class-15 K-27 "mud hens."

She will be a great addition to the narrow-gage collection. Recently Robert W. Richardson, executive director of the Colorado Railroad Historical Foundation at Golden, Colorado, and one of this magazine's *Interesting Railfans*, appraised the locomotive at $20,000.

Canadian Steam Magazine, a new type of publication, is now being offered by Richard Coulton of Longview, Alberta, Canada, for $1 per year. This quarterly will cover interesting aspects of steam locomotives, ships, and traction engines in his country. Contributions of fact articles are welcomed. Here's a chance for new writers who have long been wanting to break into print.

The new "Opryland," an amusement resort nearly completed and scheduled for opening this April, will have two authentic steam locomotives among its many attractions. One is the *Vulcan*, an 0-4-0 switcher built in 1908 for St. John's Sugar Plantation near Thibodaux, Louisiana, and the other is the *Beatrice*, a 2-6-2 of 1920 vintage. Maybe Carl Auel, who is restoring both engines for operation, at Irwin, Pennsylvania, will tell me the 2-6-0's history. Thanks to Eddie Bowers, 2906 Eastland Avenue, Nashville 37206, for this good news.

And here is a new book you'll probably enjoy: *Crossties Over Saluda*, by John F. Gilbert and Grandy Jefferys, 36 pages, 7x10", soft cover, generously illustrated, Crossties Press, Box 2481, Raleigh, N.C. 27602, $2.75 postpaid. This is the dramatic story of steam and diesel laboring over the nation's steepest standard-gage mainline grade. It includes some great photos of Southern Railway steamers fighting hard against the hill, with billowing smoke plumes that seem to fill the sky, and a chronological account of all reportable wrecks in that area. I regret, however, the absence of a map of Saluda showing the elevation and the lack also of a comparison chart of tonnage rating of the various classes of steam and diesel locos on the hill. Even so, it's a worth-while book.

Mike Eagleson does not work in our office. To save time, send steam mail directly to his home, 37 Edgemere Avenue, Mt. Arlington, N.J. 07856.

HOBBY CLUB

conducted by Sy Reich

AT LAST, the National Railroad Museum at Green Bay, Wis., which has a fabulous collection of locomotives, cars, and other equipment, has done something about protecting them. It proudly announces the completion of a new train pavillion, measuring 470 by 99 feet. Within this skylighted building will be five tracks, three of which are already in place, the remaining two to be laid this spring. Units already under cover permanently are Union Pacific "Big Boy" No. 4017, Chesapeake & Ohio Berkshire No. 261; the *General Pershing*, a Consolidation type loco, and the three-car British train coupled to LNER Pacific No. 60008, plus an assortment of vintage cars.

Major additions in 1971 were a Burlington sleeper, the *Poplar River*, a Burlington dynamometer car, UP dome diner complete to table covers, a Soo Line caboose, a working steam industrial crane, a vinegar car, a 1908 interurban car, and a ladder-pumper fire truck in working order. One of the museum's British cars, the *Lydia*, is presently traveling with the *Flying Scotsman*, now in San Francisco. Incidentally, the train shed is an almost exact duplication of the old Chicago & North Western trainshed at Milwaukee.

Michigan State University Railroad Club's collection of original steam locomotive equipment was greatly improved recently by the addition of an air-powered side-rod and grease-gun, now on long-term loan from Howard Ameling of the Nickel Plate Historical & Technical Society. The grease-gun was used on a Nickel Plate 700 series Berkshires.

This club is offering to sell aluminum copies of No. 1225's builder and trust plates. Builder's plates are priced at $8, which includes postage and handling, while the trust plates sell for $5.50. Contact Kevin Keefe, MSU Railroad Club, East Lansing, Mich. 48823.

Greenbrier Summer Excursions will be operating in West Virginia on a greatly expanded basis, beginning this season. C&O/B&O Railway officials will permit Steam Tours, Inc., and the Greenbrier Railroad to stage 18 different Sunday excursions between Ronceverte and Marlinton. Sunday excursions start May 28th while Saturday runs will begin May 27th. All Sunday trips will make stops at Cass Scenic Railroad. Most of the Saturday and Sunday runs will feature ex-Reading loco No. 2102, although Steam Tours, the Ohio-based railfan group owning the steam engine, may also use their newly acquired ex-D&H Alco class PA diesel on some trips.

New Hope & Ivyland has acquired ex-Pennsy gas-electric car 4666, built by J. G. Brill Co. in Philadelphia in 1930 as order number 22848 ¼, with a Hall-Scott 415-hp gasoline engine. Pennsy converted the unit to diesel in 1942, using a Hamilton 425-hp engine. The car has a 66-passenger capacity in a 3-2 seating arrangement, plus a fair-sized baggage compartment. As far as we can determine, it last saw service on the Pennsy's Camden-Trenton run, but was withdrawn Nov. 27, 1962. In the summer of 1963 it was sold to a private party and taken to the Pennview Mt. Railroad in Blairsville, but never ran there. The car was then sold to another party, who moved it to the Arcade & Attica. We don't believe it saw service on this line, either. Last year, No. 4666 was purchased by a group of NH&I railfans, who plan to restore it for operation, hopefully by this summer. So says Bill Heim, the line's public relations director, at New Hope, Pa.

An excellent map for Michigan fans is the 5-county *Metropark Guide* published biennially by the Huron-Clinton Metropolitan Authority for free distribution. This large colorful map details the rail network in five counties—Washtenaw, Wayne, Livingston, Oakland, and Macomb as well as the Metropark system. Write to the Huron-Clinton Metropolitan Authority, 1750 Guardian Bldg., Detroit, Mich. 48226.

The Spokane, Portland & Seattle Technical Society is being formed in the New York-New Jersey area. The Burlington Northern is cooperating by permitting the use of the name "Dope Bucket" for the group's publication and will sell them one of its ex-SP&S diesel FA-1's when scrapping begins later this year. Railfans interested in the Society, or in preserving the loco, should write to John Titterton, 712 Premier Blvd., New Hyde Park, N.Y. 11040.

Sumpter Valley Railroad Restoration intends to restore and operate as much as possible on the SV. They are buying from Boise Cascade, a former W. H. Eccles Heisler as their first major acquisition and hope this publicity will encourage folks to help this non-profit corporation. Two former SV locos in Skagway, Alaska, belonging to the White Pass & Yukon, may still be available for a price. Contact Ron Brinto, P.O. Box 170, Baker, Ore. 97814.

A Hobby Protection Act (H.R. 9780), aimed at eliminating "unmarked reproductions" has been introduced in the House of Representatives by Rep. Seymour Halpern of New York. It requires that replicas of all hobby items must be prominently marked "Reproduction" along with the calendar year of manufacture, such as Reproduction 1972. Non-compliance would be considered unfair or deceptive practice under the Federal Trade Commission Act. The term "hobby item" as defined in the pending legislation means any political button, poster, first-day cover block of four, or other stamp-related item, and any other artifact of a type of class, the collection of which constitutes a recognized hobby. The bill also directs the U.S. Postal Service to halt future deliveries of unsolicited hobby items (for approval) after complaint from any citizen who has received such material by mail.

The Indiana Museum of Transportation & Communication at Noblesville has three pieces of Nickel Plate rolling stock and the former NKP station at Hobbs, Indiana. Both labor and financial help are needed to restore them. Contact O. P. Day, Jr., a NKP Road Historical & Technical Society member, 1504 N. Manring Ave., Muncie, Indiana.

All current NRHS chapter directors were re-elected to the Board at the annual meeting in Philadelphia. The Board re-elected all incumbent national officers except Harold Caulkins, who was not a candidate, due to ill health. In his place, Robert C. Hasek of Washington, D.C., was chosen as vice president and Harold J. Ahlstrom of Buffalo, N.Y., as secretary. President Lewis Pardee reappointed both representatives and all incumbent committee chairmen listed in the *Bulletin*, plus two new chairmen, James Hicks, Safety Committee, and Earl Finkbiner, Library Fund Raising, for the society's Library of American Transportation in Philadelphia. National Conventions were voted for New Orleans in 1973 and San Francisco in 1974. New York City will be the scene of the '72 convention. A charter was granted to the Willamette Pacific Coast Chapter at Eugene, Ore. NRHS membership is close to 7300, with 104 chapters.

Ed Gardner, editor of the *Timetable Collector*, on behalf of the National Association of Timetable Collectors, invites railroad timetable and postcard collectors to their exhibition and banquet in Waterbury, Conn., on Aug. 11,

12 and 13. Leading dealers will have material on display and for sale. Contact Louis W. Goodwin, Lock Box 3, Northfield, Conn. 06778.

Indians skilled in beadmaking are turning their nimble fingers to the intricate task of assembling miniature trains. Model Products, which bought the electric train division of Lionel Corp. in 1969, has filled 59 of the 300 positions on its work force with men and women of the Delaware, Chippewa, and Pottawatomi tribes who live on Walpole Island in Lake St. Clair, not far from Mt. Clemens, Mich.

Mid-Continent Railway Historical Society at North Freedom, Wis., reports 42,980 people visited their area in 1971.

A limited edition of 900 copies of *The Ballad of Otto Mears*, pathfinder of Colorado's San Juan Mts., is now available for $1.50. The words and music, honoring this almost fabled Western railroad builder, were written by James G. Schneider, P.O. Box 552, Kankakee, Wis. 60901.

Reader's Letter: I am a brakeman (have been a rail on various roads for 15 years), also an author on railroad "collectables" and a long-time rail buff. Am now dealing in railroad antiques and artifacts such as hardwares, engine heralds, bronze builder's plates, an original patent for an 1875 coupler, link-and-pin set, switch locks and keys, etc. —Scott Arden, Box 1260, Star Rte., Noti, Ore. 97461.

Central Railroad of New Jersey

Locomotive Roster Compiled by Sy Reich

Railroad Class	Road Numbers	HP	Builder	Builder's Model	Wheel Arngt.	Tractive Effort	Weight	Date	Notes
FD-42	1A-5E	1500	GM-EMD	F3B	B-B	55,600	222,400	1947	1
FD-43	11K,12L,13M, 14R,15S	1500	BW	DR 4-4-1500	B-B	66,932	267,730	1947-8	3
----	10	1500	GM-EMD	F7A	B-B	61,875	247,500	1950	17
----	11-17	1500	GM-EMD	F7A	B-B	60,420	241,670	1952	17
----	18-19	1600	FM	H16-44	B-B	61,500	246,000	1952	18
----	20-21	1500	GM-EMD	F7A	B-B	67,210	228,800	1951	19
----	22	1500	GM-EMD	F7A	B-B	67,210	228,800	1951	19
----	23-25	1500	GM-EMD	F7A	B-B	67,210	228,800	1952	19
----	26-29	1500	GM-EMD	F7A	B-B	67,210	228,800	1952	19
FD-42	50-59	1500	GM-EMD	F3A	B-B	57,225	228,900	1947	1
FD-43	70-79	1500	BW	DR 4-4-1500	B-B	67,875	271,500	1947-8	2
D-30	1000	300	AGEIR	----	B-B	30,000	120,000	1925	4
SD-12	1001	275	DB	----	B	17,500	70,000	1941	5
SD-26	1005-1008	600	GM-EMC	SW	B-B	51,395	205,580	1939	6
SD-24	1009-1010	600	GM-EMC	SW1	B-B	50,010	200,040	1939	
SD-24	1011-1012	600	GM-EMD	SW1	B-B	49,000	195,990	1942	
SD-28	1020-1023	600	Alco	HH600	B-B	49,875	199,500	1938	7
SD-29	1024-1025	660	Alco-GE	S1	B-B	49,370	197,490	1941	23
SD-29	1040-1043	660	Baldwin	VO 660	B-B	48,870	195,490	1942	8
SD-34	1053-1055	1200	BLHW	S-12	B-B	58,675	234,700	1951	23
SD-34	1056-1059	1200	BLHW	S-12	B-B	58,675	234,700	1951	23
SD-31	1060-1061	1000	GM-EMD	NW2	B-B	61,500	246,000	1942	
SD-33	1062	1000	Baldwin	VO 1000	B-B	60,500	242,000	1944	24
SD-33	1063-1064	1000	Baldwin	VO 1000	B-B	60,500	242,000	1944	23,24
SD-33	1065-1066	1000	Baldwin	VO 1000	B-B	60,500	242,000	1944	9,24
SD-33	1067-1068	1000	Alco-GE	S2	B-B	57,500	230,000	1944	
SD-33	1069-1071	1000	Alco-GE	S2	B-B	57,500	230,000	1944	23
SD-34	1072-1074	1000	BW	DS 4-4-1000	B-B	59,300	237,200	1950	10,23
SD-36	1080-1083	1200	GM-EMD	SW7	B-B	60,988	243,950	1950	10
SD-36	1084-1092	1200	GM-EMD	SW9	B-B	60,952	243,810	1951	10
SD-36	1093-1094	1200	GM-EMD	SW9	B-B	60,860	246,770	1952	
FPSD-34	1200-1204	1000	Alco-GE	RS-1	B-B	61,688	246,750	1950	23,24
FSD-34	1205	1000	Alco-GE	RS-1	B-B	61,688	246,000	1951	
FPSD-32	1206-1208	1200	BLHW	RS-12	B-B	60,700	242,800	1953	
FPSD-32	1209	1200	BLHW	RS-12	B-B	60,700	242,800	1953	
FPSD-37	1500	1500	FM	ALT 200.2A	B-B	61,700	246,800	1948	24
FPSD-37	1501-1513	1500	FM	ALT 200.2A	B-B	64,024	256,500	1949	23,24
FSD-42	1514-1517	1600	FM	H16-44	B-B	64,957	259,830	1950	11,24
FPSD-37	1520-1532	1500	GM-EMD	GP7	B-B	63,309	254,420	1952	12
FPSD-46	1540-1544	1600	Alco-GE	RS-3	B-B	61,251	242,020	1950	10
FPSD-46	1541-1543, 1545-1547	1600	Alco-GE	RS-3	B-B	61,251	251,560	1950	
FPSD-46	1548-1555	1600	Alco-GE	RS-3	B-B	62,850	251,400	1953	
FSD-79	1601-1606	1600	Alco-GE	RSD-4	C-C	90,055	360,221	1951	13,23
FSD-79	1607-1614	1600	Alco-GE	RSD-4	C-C	90,055	360,180	1951-2	10,23, 24
SD-79	1615	1600	Alco-GE	RSD-5	C-C	90,075	360,300	1953	
FPSD-53	1700-1709	1600	Alco-GE	RS-3	B-B	62,825	251,300	1953	14
PD-30	2000-2002	2000	BW	DRX 6-4-2000	A1A-A1A	63,910	383,500	1946-7	15
PD-30	2003-2005	2000	BW	DRX 6-4-2000	A1A-A1A	63,910	383,500	1948	15
FPSD-67	2401-2407	2400	FM	H24-66	C-C	97,210	388,840	1954	23
FPSD-67	2408-2413	2400	FM	H24-66	C-C	94,766	379,063	1956	23
FSD-77	2501-2512	2500	GM-EMD	SD35	C-C	93,790	388,060	1965	23
FSD-82	3061-3069	3000	GM-EMD	SD40	C-C	94,292	390,920	1967	16
----	3671-3683	3000	GM-EMD	GP40P	B-B	86,500	293,000	1968	
----	8400,8405	600	GM-EMD	SW1	B-B	48,790	195,890	1940	20
----	9225,9229-9232,9234, 9238,9241, 9244	1000	BW	DS 4-4-1000	B-B	68,850	229,500	1948	22
----	9700-9704, 9706,9708-9709.	1000	FM	ALT 100.6A	B-B	73,992	246,640	1948	21

Roster is based on data from CNJ's mechanical and electrical engineer, Schiavone-Bonomo Corp., B&O's chief mechanical officer-Locomotive, Striegel Supply & Equipment, N&W's gen. mgr. of motive power and equipment, and Nanorano Iron & Metal. It is accurate as of July, 1971.

Locomotive builders: GM-EMC, General Motors-Electro Motive Corp.; GM-EMD, General Motors-Electro Motive Div.; BW, Baldwin-Westinghouse; FM, Fairbanks-Morse; AGEIR, American Locomotive Co.-General Electric Co.-Ingersol Rand Corp.; DB, Davenport-Bessler; Alco-GE, American Locomotive Co.-General Electric Co. and BLHW, Baldwin Lima-Hamilton-Westinghouse.

(1) 50-59, 1A-5E were originally Central Railroad of Pennsylvania 50-59, 1A-5E; then CNJ 50-59, 1A-5E. All units scrapped in 1965.

(2) 70-79 were originally CRP 70-79, then CNJ 70-79. These are cab units. 73, 78-79 were scrapped in 1965. 70-72, 74-77 were sold to Luria Brothers, scrapped.

(3) 11K, 12L, 13M, 14R, 15S were originally CRP 11K, 12L, 13M, 14R, 15S; then CNJ 11K, 12L, 13M, 14R, 15S. These are booster units. 11K, 12L, 15S were scrapped in 1965. 13M, 14R were sold to Luria Brothers, scrapped.

(4) 1000 was retired, donated to Baltimore & Ohio Railroad Museum.

(5) 1001 was orignally U.S. Army 3502, then USA 7215, then USA 2332, then B.M. Weiss 2332, then CNJ 1001, then scrapped.

(6) 1005-1008 were scrapped.

(7) 1021 was sold to Houdaille Construction Materials. 1020 was sold to Luria Brothers, scrapped. 1022-1023 were sold to Schiavone-Bonomo, scrapped.

(8) 1040, 1042 scrapped. 1041 sold to Luria Brothers, scrapped.

(9) 1066 was scrapped.

(10) These were originally CRP units of same numbers.

(11) 1514-1517 were originally class FPSD-37.

(12) 1528 (1st) was renumbered 1526 (2nd). 1531 (1st) was renumbered 1528 (2nd). 1526 (1st) was renumbered 1531 (2nd). 1531-1532 were reclassed FSD-37, with tractive effort of 62,535 and a weight of 250,140. 1531-1532 were sold to Lehigh & New England, not renumbered.

(13) 1601 was sold to L&NE, not renumbered.

(14) 1705-1709 were originally class FSD-53. 1706, 1708 were sold to Schiavone-Bonomo, scrapped.

(15) 2000-2005 were originally Wharton & Northern 2000-2005, then CNJ 2000-2005. 2000-2003, 2005 were sold to Schiavone-Bonomo, scrapped. 2004 scrapped.

(16) 3061-3069 were originally B&O 7482-7490, then CNJ 3061-3069.

(17) 10-17 were originally B&O 243A, 933, 933A, 937, 937A, 941, 945, 945A; then B&O 4503, 4576-4577, 4581-4582, 4584, 4588-4589; then leased to the CNJ, renumbered 10-17 CNJ 10, 12, 16-17 were returned to B&O, renumbered 4503, 4577, 4588-4589 (1/21/71, 10/7/70, 5/24/68, 1/6/69). B&O 4503, 4577, 4589 are still in service. B&O 4588 was traded to GM-EMD for new power (3/7/69).

(18) 18-19 were originally B&O 906-907, then B&O 6700-6701; then leased to CNJ, renumbered 18-19; then returned to B&O, renumbered 6700-6701 (10/25/68), then sold to Streigel Supply & Equipment (12/2/69); scrapped (1970).

(19) 20-29 were originally Wabash 689-690, 697, 703, 705, 712, 714-715, 717-718; then N&W 3689-3690, 3697, 3703, 3705, 3712, 3714-3715, 3717-3718; then leased to CNJ, renumbered 20-29 (not all new numbers were applied). CNJ 21, 22-27, 29 were returned to N&W, renumbered 3690, 3703, 3705, 3712, 3714-3715, 3718. N&W 3703, 3705, 3712, 3715 were sold to GE (6/19/69). N&W 3714, 3690 were sold to GM-EMD (4/26/71). N&W 3718 is retired.

(20) CNJ 8400, 8405 were originally B&O 200, 205; then B&O 8400, 8405; then CNJ 8400, 8405.

(21) CNJ 9700-9704, 9706, 9708-9709 were originally B&O 300-304, 306, 308-309; then B&O 9700-9704, 9706, 9708-9709; then CNJ 9700-9704, 9706, 9708-9709.

(22) CNJ 9225, 9229-9232, 9234, 9238, 9241, 9244 were orignally B&O 438, 442-445, 447, 451, 454, 457; then B&O 9225, 9229-9232, 9234, 9238, 9241, 9244; then CNJ 9225, 9229-9232, 9234, 9238, 9241, 9244.

(23) The following units were sold to Naparano Iron & Metal, and scrapped: 1025, 1053-1055, 1058, 1064, 1071-1074, 1201, 1204, 1501-1502, 1505, 1508-1509, 1511-1513, 1601-1602, 1605, 1607, 1610, 1612-1613, 2401-2413.

(24) The following units were sold to Luria Brothers, and scrapped: 1062-1063, 1065, 1200, 1202-1203, 1500, 1504, 1507, 1510, 1514-1517, 1609.

OUR GM SCRAPBOOK, 142 pages, 8¼x11¼", illustrated with photographs, drawings, Kalmbach Publishing Co., 1027 N. Seventh St., Milwaukee, Wis., soft cover, $5; hard cover, $7.50.

Diesel fans should flock to this one. Such well-known authors as Dave Morgan, Wallace W. Abbey, Harold A. Edmonson, and Jerry A. Pinkepank, provide a full chronicle of the development and growth of the Electro-Motive Division of General Motors. Nearly every domestic model and most export models appear at least once in this authoritative book.

BOOKS OF THE RAILS

by GORTON T. H. WILBUR

COLONEL MORGAN JONES, by Vernon Gledden Spence, hard cover, 219 pages, 6¼x9¼", illustrated with photographs, University of Oklahoma Press, Norman, Okla., 73069; $7.95.

Thanks largely to Colonel Jones, the Lone Star State in 1926 ranked first in railroad mileage and claimed one-fortieth of the world's total mileage. Very successful at dodging publicity, this influential railroad, banking, timber, utilities, and ranching tycoon was little known, amazingly enough, among his fellow Texans. The author is to be commended for his work in unearthing this story, writing it well, and keeping the book essentially within the framework of his Jones's railroad career.

RAILROADS OF NORTH AFRICA, by E.D. Brant, hard cover, 5½x8½", 223 pages, with photographs, rosters, and maps, Drake Publishers, Inc., 381 Park Ave., New York, N.Y. 10016, $9.95.

Brant has labored with much success in covering a hitherto little-touched history of the rail systems in the tropical North African countries that make up the area known as the Maghreb—Algeria, Tunisia, Morocco, and Libya. Included are fully documented appendices covering changes in place names from French to Arabic, also North African Railroad statistics, motive powers of the railroads, and steam locomotives operating on these lines. A decidedly worth-while book.

RAILWAY DIRECTORY & YEAR BOOK 1972, hard cover, 736 pages, 5½x8½", maps, listings, IPC Business Press (S&D) Ltd., P.O. Box 147, 40 Bowling Green Lane, London, EC1P LDB, England, $14.

The first 442 pages of this great standard work list every common-carrier railway in the world, by continent, in alphabetical order within each continent, and each listing covers the essential facts about each railroad. There are also more than 100 system maps and the names and titles of some 10,000 railway officials, giving you a good idea of whom to write to for additional details. Then come accounts of present-day locomotive builders and manufacturers of other railway equipment and supplies, including a new section on makers of electrification equipment, plus other valuable and interesting factual material too numerous to mention here. We would not like to run *Railroad Magazine* without this handy, dependable, reference book. ●

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The books are available only by mail. *Railroad Magazine Book Service*, 205 East 42nd Street, New York, N.Y., 10017. Here are a few suggestions:

	List Price	Our Price
WORKIN' ON THE RAILROAD, Richard Reinhardt	$ 8.95	($ 8.50)
THE IRON HORSE, by Henry Comstock	$17.50	($16.70)
RAILROAD AVENUE, by Freeman Hubbard	$ 6.95	($ 6.60)
THE RAILROAD SCENE, Wm. Middleton	$ 8.95	($ 8.50)
THE RAILROAD CABOOSE, by Wm. F. Knapke	$ 7.95	($ 7.55)
BESSEMER & LAKE ERIE, 1869-1969, Beaver	$10.00	($ 9.50)
CAR-BUILDER'S DICTIONARY, Forney	$19.95	($19.00)
CN STEAM POWER, by Clegg and Corley	$12.95	($12.30)
ENTERPRISE DENIED, by Albro Martin	$10.95	($10.40)
LAKE SUPERIOR RAILROADS, Dorin	$10.95	($10.40)
SHORTLINES OF ARKANSAS, Hull	$ 9.95	($ 9.45)
L&N STEAM LOCOMOTIVES, Richard Prince	$12.50	($11.90)
IRON HORSES TO PROMONTORY, Gerald M. Best	$10.00	($ 9.50)
SOUTH SHORE INTERURBAN, Wm. Middleton	$10.00	($ 9.50)
TO THE MOUNTAINS BY RAIL, by Wakefield	$15.00	($14.25)
PENNSYLVANIA RAILROAD K-4S, H. P. Albrecht	$ 3.00	($ 2.85)
INTERURBAN INTERLUDE, by E. J. Quinby	$ 7.95	($ 7.55)
PENNSY POWER II, Staufer and Pennypacker	$15.00	($14.25)
TRAIN WATCHER'S GUIDE TO CHICAGO	$ 3.15	($ 3.00)
HEADLIGHTS & MARKERS, Donovan and Henry	$ 6.95	($ 6.60)
MEXICAN NARROW GAUGE, by G. M. Best	$ 7.50	($ 7.15)
GOLD RUSH NARROW GAUGE, by Cy Martin	$ 6.95	($ 6.60)
AMERICAN LOCOMOTIVES, by John H. White	$20.00	($19.00)
DOWN AT THE DEPOT, by Edwin P. Alexander	$15.00	($14.25)
THE AMERICAN STEAM LOCO, Vol. I	$14.50	($13.75)
OVER THE HILLS TO WOODSTOCK, by Mead	$ 3.50	($ 3.35)
MORRISTOWN & ERIE, T. T. Taber III	$ 6.95	($ 6.60)
ERIE POWER, by Alvin F. Staufer	$20.00	($19.00)
20TH CENTURY, by Lucius Beebe	$ 5.95	($ 5.65)
DELAWARE & HUDSON, by Shaughnessy	$15.00	($14.25)
THE COLORADO ROAD, F. Hol Wagner Jr.	$15.00	($14.25)
THE SHAY LOCOMOTIVE, by Michael Koch	$19.50	($18.55)
GHOST RR's OF INDIANA, by Elmer Sulzer	$15.00	($14.25)
RAILS TO BLUE RIDGE, H. H. Harwood	$ 4.50	($ 4.25)
NARROW GAUGE TO REDWOODS, Dickson	$ 7.95	($ 7.55)
ALL ABOARD! RR's in Michigan, W. D. Dunbar	$ 7.95	($ 7.55)
RAILS TO POSSUM TROT, by J. A. Stowe	$ 2.50	($ 2.40)
SUPER POWER STEAM LOCOS, by R. J. Cook	$ 8.95	($ 8.50)
RAILROADS OF YOSEMITE VALLEY, H. Johnston	$10.00	($ 9.50)
SNOWPLOW, by Gerald M. Best	$ 6.00	($ 5.70)
THE TRAINS WE RODE, Beebe and Clegg, Vol. I	$15.00	($14.25)
THE TRAINS WE RODE, Vol. II, Beebe-Clegg	$15.00	($14.25)
LIFE ON A LOCOMOTIVE, by George Williams	$ 5.95	($ 5.65)
OPEN THROTTLE (rail-fiction stories)	$ 3.75	($ 3.55)
GREAT DAYS OF THE CIRCUS, by Freeman Hubbard	$ 5.95	($ 5.65)
STEAM POWER: C&NW, by Charles T. Knudsen	$10.00	($ 9.50)
STEEL RAILS TO SUNRISE, Ziel and Foster	$12.95	($12.30)
STEEL RAILS TO VICTORY, by Ron Ziel	$14.95	($14.20)
GREAT LAKES CAR FERRIES, by Geo. Hilton	$ 6.00	($ 5.70)
THE OVERLAND LIMITED, by Lucius Beebe	$ 5.95	($ 5.65)
THE MA & PA, by George W. Hilton	$ 5.00	($ 4.75)
THE RUTLAND ROAD, by Shaughnessy	$10.00	($ 9.50)
THE PULLMAN SCRAPBOOK, Wayner	$ 4.95	($ 4.70)
COMMUTER RAILROADS, by Dorin	$12.95	($12.30)
LOCOMOTIVES OF DICKSON MFG. CO., Gerald Best	$10.00	($ 9.50)
COLLECTOR'S BOOK OF LOCOMOTIVE, E. Alexander	$15.00	($14.25)
ATLANTA AND THE OLD SOUTH, Wilbur G. Kurtz	$ 5.98	($ 5.70)

THE SWITCH LIST

We list entries free but without a guarantee. Not over 25 words, including name and address. Use abbreviations: *tts.* (timetables), *emp. tts.* (employees timetables), *SSE* (send 8c stamped envelope, if in U.S., for list or details). Your entry will be printed in our first available issue. Address Sy Reich, *Railroad Magazine*, 205 East 42nd Street, New York, N.Y. 10017.

DOUG ANDERSON, Box 788, Mansfield, Ohio 44901, trades B&O and Erie steam info. and bldrs. nos. for same of PRR; will buy NYC steam roster.

CHUCK ANDREWS, 4418½ N. Milwaukee Ave., Chicago, Ill. 60630, sells Chicago trolley run number tags, union buttons; also pix of Chicago trolleys, steam, elec. (SSE.)

ROGER ARCARA, 1432 Leland Ave., Bronx, N.Y. 10460, N.Y. sells reconditioned 120-620 and 116-616 cameras desired by many railfans for large oblong negs.; details, list free.

THURSTON ATCHLEY, 1407 N. Jefferson St., Wellington, Kan. 67152, sells, trades, buys date nails; sells date nail books.

C.T. BALLARD, 514 Reed St., Waycross, Ga. 31501, will buy SAL history.

AL BARKER, 2501 Date Circle, Torrance, Calif. 90505, sells lanterns or trades for loco bldrs. plates. (SSE.)

GEO. BARTH, 268 Grove St., Charleston, S.C. 29403, sells Pullman and rr. psgr. car plans, 1875 to date. List, sample 50c.

HARVEY BASS, 287 Valley Rd., River Edge, N.J. 07661, buys tts. of NYS&W, Erie, DL&W, L&NE, West Shore; sells tts. (SSE.)

G.J. BOLINSKY, 435 Alameda Ave., Tacoma, Wash. 98466, wants to contact 35mm railcamera fan in St. Louis or Kansas City, Mo.

ERIC BRACHER, Box 463, Santa Clara, Calif. 95054, buys pix of D&RGW equip. OA, OQ, OR, OS, OV, OW, OX, OZ.

STC PAUL BRADLEY, Fleet Sonar School Staff, Key West, Fla. 33040, buys pix of Federal Express 1912-'16, Ogden Mine RR (High Bridge branch of CNJ).

JEFF BRASHARES, 825 Peaceful Path, Mansfield OH 44907, will trade 2 Wheeling Traction emp. badges for Ohio trolley, bus, or rr. material.

EMERSON BUEL, Box 28, Burlington Flats, N.Y. 13315, buys UV tts., date nails, spikes, lanterns, etc.

CYRIL BUTCHER, 8 Coyne St., St. Thomas, Ont. Canada, sells CV, DW&P steam, diesel pix; list 15c.

E.L. BYER, 909 W. Wildwood St., Ft. Wayne, Ind. 46807, buys pix, china, silver of WAB business cars 5, 15, N&W 104, SAL Baltimore, Birmingham.

H.E. CHELF, 700 Biltmore Ave., Asheville, N.C. 28803, trades SOO steam negs. for GB&W, C&EI, MON.

W. CLARKE, 267 S. Main St., Rocky Mount, Va. 24151, buys, trades steam loco instruction, maintenance matl., esp. post-1930. (SSE.)

CHANDLER COBB, 168 Whipple Rd., Kittery, Maine 03904, will buy pix of St. Marys boxcars, info. on color scheme.

RALPH COLEMAN, 4924 Morro Blvd., Portsmouth, Va. 23703, buys N&W emp. mags. of 1940's, early '50's.

ED CONKLIN, 5 King Arthur's Ct., St. James, N.Y. 11780, will sell loco bell, gages, tts., forms, mags., locks, bks., other railroadiana. (SSE.)

AL CONRAD, 96 Buckhaven Hill. Upper Saddle River, N.J. 07458, buys 35mm diesel slides of L&NE, NYO&W, NYS&W, RC, RUT, ACL, VTR, MP, BN, Erie.

JOHN CORNS, 604 Fulton Rd. NW. Canton, Ohio 44703, buys, sells, or trades steam loco hardware.

A.J. CROFUT, 1502 Washington Valley Rd., Somerville, N.J. 08876, will buy DL&W, CNE lanterns.

TOM DE FAZIO, 2514 Ruffner Rd., Melbourne FL 32901, buys pix of RDG steam, psgr. cars, ferries; sells PRR, GTW steam pix.

RALPH DEATHERAGE, 223 Merriweather, Fairview Heights, Ill. 62208, trades MP, B&O, SLSF, SOU, IC, GM&O sw. keys for others, esp. MKT.

HARLEY DELEURERE, Box 10 Hendricks, W. Va. 26271, will buy key to fit WVC switch lock.

PAUL DOUGLAS, 112 W. 21st Street, New York N.Y. 10017, buys anything on U.S. compound locos; trades RDG negs.

JACK FERRY, 10041 S. Prairie Ave.. Chicago, Ill. 60628, will buy 35mm slides of IC Pullman "Chandeysson," psgr. train cars.

JACK FESCO, 4309 Edenhurst Ave., Los Angeles, Calif. 90039. will sell Locomotive Cyclopedias 1938-'47. (SSE.)

JIM FITZGERALD, Box 233, Pt. Hawkesbury, N.S., Canada, buys records "The Rio Grande Narrow Gauge," "C&S," "Steam in Colo.," "Memories in Steam," "Great Moments of Steam RRing."

SP4 RON FLANARY, 231-64-3246, HHD, 11th Sig GP (UPS), Ft. Huachuka AZ 85613, will buy pix of SOU RS-1 1297, esp. 8x10.

ROY GABRIEL, Box 981, Sacramento, Calif. 95805, sells UP demitasse cup and saucer sets with streamliner emblem and gold trim.

ED GARDNER, 22 Garden Ave., Mountain Top, Pa. 18707, sells "Timetable Review of PRR."

JOHN GIESKE, 2540 Willow St., Franklin Park, Ill. 60131, buys color slides of S.J. Groves U33C's, SCL Uc6B 1776, LV GP38's.

C.B. GOODMAN, 5826 S. Western, Chicago, Ill. 60636, buys rr. chinaware.

BOB GREENAWALT, 3643 N. Rosemead Blvd., Rosemead, Calif. 91770, will trade 45"x60" 1940 CB&Q wall map for rr. stock certificates.

JEFF HAERTLEIN, 3215 S. Illinois Ave., Milwaukee, Wis. 53207, will sell CMSP&P air horn, good cond.

R.B. HALFINGER, 155 Ivy St., Branford, Conn. 06405, sells Old Colony train orders; rr. and steamboat dividend checks. (SSE.)

R.E. HEGLUND, 240 Shafer Rd., Coraopolis, Pa. 15108, buys SOO tts., emp. tts., pix of Ashland-Spencer branch.

A.T. HENNEK, 308 W. Ferndale Rd., Wayzata, Minn. 55391, sells dupl. Kodachrome slides of GN, NP, SOO, MN&S, DM&IR, CC&V, etc. List, sample for 48c stamps.

GEO. HORN, 1075 Space Park Way, Mountain View, Calif. 94040, will send set of SF Muni transfers, tokens, tt. for cable and trolleys, all for $1.

ROSS JACK, Box 202, Petrolia, Pa. 16050, sells negs., pix of B&O, B&LE, PRR, NYC, PC. Buys rare diesel negs. of these rrs.

FARMER JOHNS, Fredonia, N.Y. 14063, buys conductor's step-boxes, obs. car signs, psgr. trains.

ARNOLD JOSEPH, 2512 Tratman Ave., Bronx, N.Y. 10461, sells back issues rr. mags., rr. bks., tts. (SSE.)

CHAS. JUMPS, 10310 S. Manhattan Pl., Los Angeles, Calif. 90047, sells AT&SL, SP psgr. car rosters. (SSE.)

WAYNE KERSLAKE, 1615 Cedar La., Sioux Falls, S.D. 57103, buys, sells, trades sw. keys. (SSE.) Buys drumhead signs.

GLEN KIDDER, RD 1, Acton, Mass. 01720, will sell "Manual of U.S. RRs & Corps." (1911); D&RGW lantern; BR&P lantern.

MIKE KING, 4811 Creek Shore Dr., Rockville, Md. 20852, buys pix and slides of NYO&W diesels, any PA's.

RON KNOST, 423 S. Old Orchard, Webster Groves, Mo. 63119, will sell gages from SLSF 4-8-4 4500, coal stoker, loco booster.

C. KOWAL, 6615 S. Bell Ave., Chicago, Ill. 60636, will sell June 1905 Off. Guide. Send two 8c stamps for info.

WM. KRUEGER, 2018 Leo St., Dayton, Ohio 45404, sells rr., trolley postcards; other railroadiana. List, 60c.

JOHN LA RUE, Jr., 1102 Elm Ave., West Collingswood, N.J. 08107, buys negs. of SP&S, SI, Camas Prairie work or wrecking equip.

ROSS LAWLER, 123 Main Ave., Windsor, Queensland, Australia 4030, sells emp. tts., pix, slides of Australian rrs., trams. List, samples $1.

DAVE LEVINE, 6716 Eastern Ave., Washington D.C. 20012, trades trolley pix, tokens, transfers. Buys pix of Canadian steam in museums. Trolley fans, please write.

SCOTT LOMAZZI, 3144 Gary Ave., Merced, Calif. 95340, sells or trades tts., emp. tts., forms, railroadiana; buys rare forms. (SSE.)

BOB MARGOLIN, Box 36, Belle Mead, N.J. 08502, buys 35mm color slides of locos.

J. MARQUIS, Jr., Box 68, Bryan, Ohio 43506, will buy pix of last WAB Cannon Ball at Detroit 4/30/71.

KEN MARSH, 1537 Belmeade, Kingsport, Tenn. 37664, sells R&LHS Bull. Nos. 69-81, 88-91, 95-111.

JOHN MARTIN, 1923 W. 11th St., Brooklyn, N.Y. 11223, buys anything from early Coney Island rrs., incl. NY&SB, PP&CI, BB&CI, Marine, NY & Manhattan Beach, etc.

TOM McARDLE, Jr., Box 2265, West Lafayette, Ind. 47906, buys pix, bks. on SOU steam, diesel power, rolling stock.

PAUL McDonald, 1423 W. 2nd St., Waterloo, Iowa 50701, sells UP dining-car china, silver, glassware; list free.

ED McGRATH, Box 376, Mahanoy City, Pa. 17948, sells rr. buttons, Trains mag., Off. Guides, Pocket Lists, Equip. Registers, transit tokens, badges. (SSE.)

J.M. McKENZIE, 1229 Larmoad St., Winter Park, Fla. 32789, will sell two 16"-gage steam locos, 1 gas loco, 9 cars, 2400 ft. of track.

R.A. McLARTY, 27 Pittsford Close, Waterloo, Ont. Canada, will buy photo-copy of one page of 1937 Car Bldrs. Cyclopedia.

DICK MORHARD, 14 Rogers Lane, Smithtown, N.Y. 11787, sells 35mm slides, b&w pix, negs., other railroadiana. (SSE.)

JOE MORRIS, 5307 Gladstone Dr., Austin, Texas 78723, buys pix, color slides, movies of T&NO steam.

JON NELSON, 9911 W. Broadview Dr., Miami Beach, Fla. 33154, buys anything FEC. Buys, sells, trades RPO cancellations, passes, tkts.

DAVE NESTLE, RD 2, Ray Rd., Greenwich N.Y.

For 73 years RAILWAY MAGAZINE has been closely connected with the making of railroad history.

Published monthly it has a full colour cover and a Panorama section containing up to twelve pages of nostalgic and news pictures with comprehensive descriptions. Each issue carries an article on Locomotive practice and performance; these are authoritative accounts of steam, diesel and electric locomotive performances with illustrations and tabulated data. The contents are carefully balanced with articles on modern and historical railroad subjects —mainly British but including overseas items.

RAILWAY MAGAZINE
DORSET HOUSE,
STAMFORD STREET,
LONDON, S.E.I. ENGLAND

12834, sells wide variety of railroadiana. List 25c, refundable.

WALDO NIELSEN, 343 Eaton Rd., Rochester, N.Y. 14617, sells map and listing of N.Y. State abandoned rr. lines.

WARREN NORCROSS, 5411 Whitby Ave.; Philadelphia. Pa. 19143, will buy front emblem plate from NYC steam loco.

R. OAKLEY, Box 113, Apache Jct., Ariz. 85220, buys, sells, trades rr. and express wax sealers.

DON OSIER III, Pike's Corner, Casco, Maine 04015, trades for pix, tkts., forms, recollections of York & Cumberland, Portland & Rochester; B&M Worcester. Nashua, Portland divisions.

JOHN PARSON, Box 283, Burlingame, Calif. 94010, sells SP emp. tts. List for 8c stamp.

LARRY PATTON, 911 Dickerson Lane, Blacksburg, Va. 24060, buys pix, negs. of N&W steam, diesels.

ROS PEEVER, 20 Cleadon Dr., Ottawa, Ont., K2H 5P3, Canada, buys photos or drawings of NYO&W Cadosia, Scranton, Middletown stations.

T.J. PELLETIER, Box 64, Palouse, W. Va. 99161. sells GN emp. mags., calendars. (SSE)

BOB POMEROY, 6514 Jumilla Ave., Woodland Hills, Calif. 91364. will buy "Interurban Special 25," good cond.

JIM PROKES, 7850 S. Kenneth St., Chicago, Ill. 60652, buys steam or trolley tts., cap badges, tkt. dater dies.

F. REEDER, 315 15th St., Charlottesville, Va. 22903, trades sw. keys, pre-'50 emp. tts. of VA for pre-'60 emp. tts. of Va.

BOB REID, Box 179, East McKeesport, Pa. 15035, sells PC detailed division maps. (SSE)

FRANK REILLY, 306 Front .St., Dunellen, N.J 08812, sells PRR straight pen tips. Buys or trades CNJ railroadiana, slides.

WAYNE RHEINFELD, 1011 Neilson St.. Far Rockaway, N.Y. 11691, buys lanterns, globes with rr. markings, bells, locks, hdlts., whistles, keys.

ANDY ROMANO, 3 Nightingale St., Edison, N.J. 08817, buys 35mm rr. slides on approval.

RON RUFFULO, 495 Newhall Dr., Corona, Calif. 91720, trades sw. keys, buttons, badges, lanterns, PE locks.

WM. RUSSELL, 402 Rochelle Ave., Wilmington, Dela. 19804, will buy Off. Guides of 1946-'47.

DICK SACHS, 330 Taft Rd., River Edge, N.J. 07661, buys pix of Erie, EL E's, F's, PA's, FA's.

FRANK SCHEER, 18 E. Rosemont Ave., you forgot to give city name.

WAYNE SCHENK, Box 195, West Seneca N.Y. 14224, sells train orders 1903 to date, other railroadiana; list 10c.

AL SHARP, 100 Shennecossett Pkwy., Groton, Conn. 06340, sells NYNH&H tts., emp. tts.; Off. Guides; tkts.; annual passes; bks.; Railroad Magazine. Each list 50c.

FORREST SIMMONS, 320 E. Madison St., Goshen. Ind. 46526, will trade 1860 Poor's New England & Middle Atlantic States Manual reprint for Ind. or Mich. railroadiana.

BEN SMITH, Box 34, Brooklyn, N.Y. 11213, buys car, loco cyclopedias; pix; rr. bks.; rr. calendars; Baldwin Loco. Mags.

BOB SMITH, 712 S. 8th St., Coshocton, Ohio 43812, sells NOT&L city fare tokens.

DOUG SMITH, 140 War Memorial, Wilfville, NS., Canada, buys pix, negs., slides, tts., guides, registers, diagram and consist bks. of U.S. or Canadian psgr. trs.

HARTLAND SMITH. Box 452, Birmingham, Mich. buys used 8mm rr. movies.

RON STAFFORD, 102 Cove Dr., Edinboro, Pa. 16412, will buy pre-merger MON equip. roster.

B. STOAR, 1111 Colcord, Waco, Texas 76707, buys Buddy Clark 78-rpm records or any records with a rr. theme.

JOHN STONE, 6810 Chambers Ave., Cleveland, Ohio 44105, sells C&O, B&O, NKP 3¼" Adlake kerosene switch lanterns.

WALT SYLVESTER, 100 Hyde Park Ave., Bellwood, Ill. 60104, sells trolley and interurban cap badges. Buys telegraph keys, sounders.

HILLIARD TIVISS, RR2, Mt. Hope, Ont. Canada, will buy rr. pocket watch.

E.C. TOWLER, 14120 S. Menlo Ave., Gardena, Calif. 90247, will sell 100 issues Railroad Magazine, Trains; UP brass switch lock. Trades pix, negs. No list.

WM. TYSON, Box 1054, Aiken, S.C. 29801, sells Off. Guides of 1940's and '50's.

DERRY VIBERT, 14989 Roper Ave., White Rock. B.C., Canada, will sell waiting-room lock keys for rr., airport, bus terminals.

JOHN WALKER, 43 Camrose Bay, Winnipeg Man., Canada, R2C ON6, sells CP, CN railroadiana, pix; back issues Railroad Magazine, Trains; list 25c.

DOUG WATSON, Iola. Wis. 54945. buys pix, info. on Freeport-to-Dodgeville and Freeport-to-Madison divs. of IC.

DICK WEISS, 4400 Clarewood Pkwy., Warrensville Heights, Ohio 44128, will buy UP steam and diesel rosters.

C.R. WILBURN, East Broad Top RR., Rockhill Furnace, Pa. 17249, sells new EBT souvenir booklets.

ROY WOJAHN, 1012 E. Vanowen St., Orange, Calif. 92667, sells 35mm dupl. color slides of western rrs; list, sample 40c.

TOM WOLTMAN, 78 Andrew St., Kingston NY 12401, sells NYO&W crossing signs.

BILL WOTTON, 3536 Garnet St., Torrance, Calif. 90503, buys pix, other items of Utah L&T, Bamberger RR, SDE Ry., Phoenix trolleys, steam in Bisbee-Douglas Ariz. area.

FREEMAN HUBBARD, c/o Railroad Magazine, 205 E. 42nd St., New York, N.Y. 10017, will sell 1 copy ea. of these hard-cover books: "Rail Routes South" (L&N), by Curry, 150 pages, indexed, 1969), $150; "The North Arkansas Line," by Fair, 304 pages, illust., 181 photos, maps, colored frontispiece, etc., indexed (1969), $6; "The Locomotive Engineer, 1863-1963," by Richardson, 156 pages, glossary, 1963), $5; 1971 "Ry. Directory & Year Book" (world-wide), 819 pages, indexed, $10; all mint cond., postpaid.

Model Trading Post

DENISE FERRARI, 274 Emerson Ave., Bronx NY 10465, buys Lionel GG-1, also 2600 series brown psgr. cars. LGB trains.

DREW MEAB, (age 12), 9 Dubois St., Middletown, N.Y. 10940, makes HO scale cars.

AL MILLER, 3212 34 Ave. S., Minneapolis, Minn. 55406, buys toy trains, catalogs; accessories; Meccano sets 1900-'40.

R.L. SMITH, 246 Middlefield Dr., Akron, Ohio 44312, sells ceramic bottle train modelled after CP 4-4-0 Jupiter with cars. Pix, details 25c. ●

Miscellaneous Items

Nickel Plate Historical and Technical Society, Box 9254, Ft. Wayne, Ind. 46809, seeks new members. Regular membership, $5, includes subscription to NKPHTS Magazine. Sample copy and info. can be had by sending $1 to John Slater, Public Relations Director, 224 Lesdale, Troy, Mich. 48084.

F. Lee Carleton sends us a correction to our Canadian National roster (Nov. and Dec. '71). He says Gananoque, referred to in note 10, is in Ontario, not Quebec. Boy, is our face red. ●

Abandonments (Dec. list)

Penn Central (Cleveland, Cincinnati, Chicago & St. Louis Railway): 0.8 miles, Sandusky (Ohio) branch; (CCC&StL) 8.1 miles, Lilly Chapel to London, Ohio; 9.4 miles; Rockville to Guion, Ind., 0.61 miles; Clover Creek branch, Covedale, Pa., 0.6 miles; Steelton Canal branch, Harrisburg, 12.4 miles; two segments of Peoria secondary track, Farrington to Paris, Illinois.

Chesapeake & Ohio: 2.81 miles, Kilsyth to Oswald, W. Va., 7.58 miles; Masters to Lookout, W. Va., 3.48 miles; Brooklyn to Cunard, W. Va., 9 miles; Flint to Otisville, Mich., 0.75 miles; South Haven, Mich., depot. Baltimore & Ohio: 5.18 miles, Gilmer to Heathcliff, W. Va. Burlington Northern: 28.99 miles, Butte to Basin, Mont. Denver & Rio Grande Western: 6.23 miles, Helper to Kenilworth, Utah. Southern Pacific: 0.149 miles, portion of Inglewood branch, Los Angeles County, Calif. Live Oak, Perry & Gulf: 12.73 miles, Mayo Jct. to Mayo. Fla. Central of Georgia: 63.02 miles, Greenwood to North Augusta, S.C. Florida East Coast: swing bridge across Miami River, Miami. Fla. Total abandonments authorized by Interstate Commere Commission for last December, 176.169 miles. ●

Coming Events

New Eng. Div. of Railroad Enthusiasts promises an interesting year of trips, dinners, other activities. Contact trip chairman Frank Kyper, P.O. Box 136, Ward Hill, Mass 01830.

N.Y. Region, Timetable Collectors, meets third Saturday each month, except Dec. and Aug., at 12 noon, Penn Station YMCA, New York City.

March 4, 11: RDC trips over freight-only tracks of CNJ and NY&LB from Elizabeth, N.J., 9:19 a.m., both days, route to Elizabethport, Perth Amboy, Red Bank, Toms River. Photo stops, Return about 6:30 p.m. Trip and dinner, $19.95. Contact N.Y. Div. of Railroad Enthusiasts, Box 302, Hasbrouck Heights, N.J. 07604.

March 4-19: Mexico-in-Spring fun-train trip incl. San Luis Potosi, Mexico City, 160-mile new railroad with 12 tunnels, Puebla-Veracruz mountain line via Veracruz-Mexico City on former Mexican Electric route; Guadalajara-Mazatlan Pacific with 35 tunnels, big bridges; Sufragio-La Junta Copper Canyon route with 89 tunnels, 35 bridges, and La Junta-Juarez CH-P route via Madera-Nuevo Casas Grandes, frt. only. Rates begin at $540; various trip starting points. Write Howard B. Thornton, Midwest Travel Service, 2936 Bella Vista, Midwest City, Okla. 73110.

March 4: also April 4, 6, 15, 18, 22, 26, 29; May 4, 6, 13, 17, 25, 27; June 6, 10, 14, and 22. Visit Niagara Falls from Windsor, Ont., by train and bus connections. Adults $21 and $23; kids special rate. Other rail tours to Toronto and Ottawa. Emarcy Tours, P.O. Box 1287, Detroit, Mich. 48231.

March 31-April 3: South Pacific safari featuring 659 miles by steam, Wellington to Auckland, N.Z. South Island "JA" pulling wooden-coach train. Fare begins at $87. Final bookings March 15. Make $20 deposit. Contact Ry. Enthusiasts Society, P.O. Box 2649, Auckland 1, New Zealand.

April 8-9: Week-end features Red Arrow and SEPTA trips and Railroad Buffs Assn. convention banquet, Philadelphia. Contact Robt. Epstein, 117-14 Union Turnpike, Kew Gardens, N.Y. 11415.

April 22-23: Cambria Pines-San Simeon Hearst Castle; April 28-30 and May 19-21: Week-end In the redwoods; May 12-14 and June 2-4: Northern California-"Trinity Alps"; May 20-21: Sacramento River boat excursion; May 25-30: Yellowstone Park adventure, and June 9-11, Nevada-California Historical adventure; all scenic trips some steam-reasonably priced. Contact Jim Weinberger, tour director, Railway & Locomotive Historical Society, Box 3552, San Francisco, Calif. 94119.

April 15-16: Dogwood Special steam-powered passenger train RT behind Pacific. Contact Richard H. Jowers, Sr., VP, Atlanta Chapter, NRHS, P.O. Box 13132, Atlanta, Ga. 30324.

May 12-28, June 9-25, and Sept. 1-17, rail ramble through England, Scotland, and Wales. Large, small, old, new, standard, and narrow-gage rys. Steam, electric, and diesel locos plus the London underground. Visit ry. workshops, museums, preserved lines, other historic points of interest. For brochure write Mrs. D.H. Wallace, Madison Travel Bureau, 28 Waverly Place Madison, N.J. 07940. ●

Pen Pals Wanted

Harding Hanson (17), 3121 Xenwood Avenue, St. Louis Park, Minn., desires pen pal interested in U.S. railroads.

Robert D. Bruce (42), construction worker, last seen in Pittsburgh, Pa., about 20 years ago, your father, who was a retired railman, died recently in Shirley, Mass. Your sister, Mrs. Claire Bruce Ayotte, 32 Muron Avenue, Bellingham, Mass. 02019, wants to hear from you.

Rosemary Cunningham, Rte. 2, Box 53, French Creek, W. Va., collects cards, hankies, stuffed dolls, toys, and salt-pepper sets.

Susan Driver (16), 7006 Valeriana Avenue, Citrus Heights, Calif. 95610.

Ken Dule (35), 336 51st Street, Brooklyn, N. Y. 11220, likes to hear from female railfans.

Arthur R. Hager (85), 417 St. Claire Street, Ashland, Wis. 54806, is lonely and welcomes mail.

Mrs. Esther Robinson, 124 McKinley Street, Pocatello, Idaho 83201, seeks relatives and/or friends of her late parents. Father was George George (Jorck), a railman; mother's maiden name, Katherine Ostermiller. They lived first in Lancaster County, Neb., then Lorenzo, Idaho.

Allan T. Spencer (33), 1602 Lakeview Avenue, Lorain, Ohio 44053, will correspond with other railfans, esp. those interested in photography and travel.

Susie Carryl (15), 6965 Bernay Avenue, Jacksonville, Fla. 32205.

Mrs. Margaret Wright, 2425 Valley Road, Parkersburg, W. Va., seriously ill, needs cheer-up letters and cards. (Her brother, Clyde Cabell, Firemen's & Oiler's leader, died recently.) ●

I have two railroad watches and want to know their ages and approximate values: (1) Hamilton, 992, Elinvar, 21-jewel, Wadsworth 10-K gold-filled, movement 0793089. (2) Illinois, 23-jewel Bunn special, Monitor 25-year solid gold case, movement 4,095,636.—I.E. Thomas, 2431 Canadian Way, Clearwater, Fla. 33515.

Canadian National has discontinued bus service, in both directions, between Detroit and Windsor (Walkerville station. Detroiters now wishing to board CNR trains in Windsor must provide their own transportation.

INFORMATION BOOTH

ASK BARBARA: Railroad questions are answered here—as many as space permits. Address Miss Barbara Kreimer, *Railroad Magazine*, 205 East 42nd Street, New York, N. Y. 10017. No questions will be answered by mail or telephone.

1 ***Mention some of the most notable transcontinental train runs.***

The first railway train ever operated from the Atlantic to the Pacific was the transcontinental excursion sponsored by the Boston Board of Trade in May, 1870. The trip from Boston to San Francisco took eight days and was made in Pullman "hotel cars." A daily newspaper, *The Trans-Continental*, was published enroute.

In June six years later, the *Jarrett and Palmer Special* raced across the country from Jersey City, 3,312 miles in 84 hours and 20 minutes, or about 3½ days, taking two famous actors to an opening night in a San Francisco theater.

On May 8, 1906, a special train carrying railroad tycoon Edward H. Harriman, "the Wizard of Wall Street," completed a 3,344-mile coast-to-coast run from Oakland to New York in 71 hours, 27 minutes. This record stood as the fastest cross-country rail travel time until October, 1934, when the Union Pacific's diesel-powered streamliner *City of Portland* made an experimental run from Los Angeles to New York, 3,258 miles, in 56 hours and 55 minutes, including stops enroute. This is the fastest transcontinental run ever made by a single train.

2 ***I am a Burlington Northern trainman, due to retire soon. Can you tell me how to apply for an annuity?***

Yes, indeed. If possible, visit the nearest district office of the Railroad Retirement Board, where someone will assist with your application and explain your benefit rights. If you cannot go there personally or if there is no such office near your home, call or write to the closest office for information and application forms. Check your phone book or post office for its location.

3 ***What happened to the Aerotrains?***

The two *Aerotrains*, built by General Motors at its La Grange, Ill., plant in 1955, completed over a decade of passenger service on U.S. railroads and were retired because it was found that at high speeds they rode badly and were too noisy. They were considered "futuristic," those lightweight trains featuring heavy streamlining and a new construction concept built around a low center of gravity. The 1200-hp diesel locomotive hauled ten cars, each seating 40 passengers. They were used in mainline fast service on the Pennsy, New York Central, Milwaukee, and Union Pacific. In 1958 the Rock Island purchased both trains for its suburban fleet. Not being forced into sustained high-speed runs, the trains did well on commuter runs for several years. At length, in 1966 the RI gave away both trains, one to the National Railroad Museum at Green Bay, Wis., and the other to the National Museum of Transport at St. Louis.

Running Extra

In January issue, your answer to question 5 named Penn Central's Rockville Bridge over the Susquehanna River near Harrisburg, Pa., as America's longest stone-arch railroad bridge. Built in 1902 by the Pennsylvania Railroad, it replaced an iron truss span dating back to 1877. Consisting of forty-eight 70-foot stone arches, the present bridge is 3830 feet long, 52 feet wide, and contains about 440 million pounds of stone. For more than 50 years it had four tracks, but one was removed in the early 1950's.—Bert Pennypacker, 4307 Palmetto St., Philadelphia, Pa. 19124.

Where can I buy a New Haven route map?—Michael Chupick, 244 Nichols Ave., Shelton, Conn. 06484.

Regarding the query on standard time, the railroads, but not the country as a whole, adopted standard time at noon on Nov. 18, 1883. To end the confusion over schedules, railroads agreed on four time zones across the United States. Ignoramuses said it was a trick; "don't tinker with God's time." Some people wanted a 24-hour clock. Later, practically everybody agreed on the new time; but was not made official until Congress passed the Standard Time Act on March 19, 1918. Incidentally, the first trial of Daylight Saving Time took effect March 31, 1918, but was repealed the following year.—Jim Crimmins, 5 Bonnie Drive, Exeter, N.H. 03833.

Which railroads went under the initials OKC&E and SLK&NW?—L.J. Storey, 121-10th, Chillicothe, Mo.

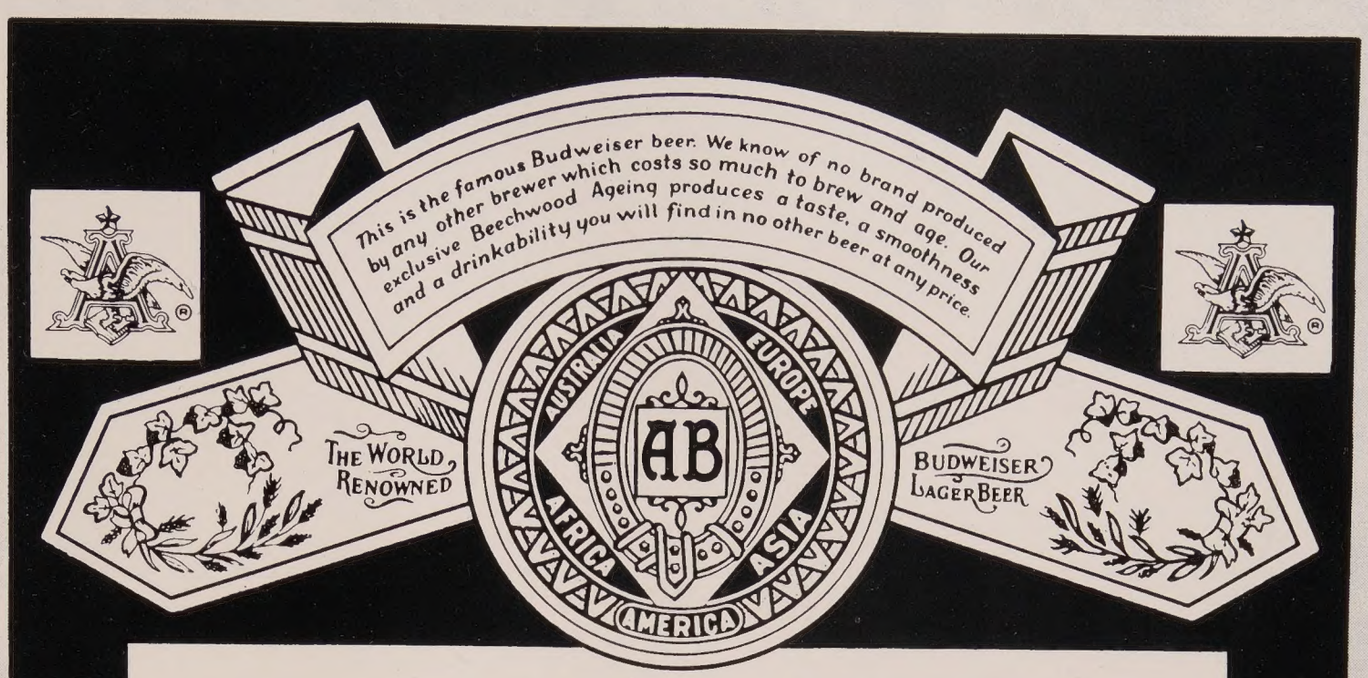
Regrettably, the caption for my London Transport photo in Dec. '71 was somehow misconstrued to imply that much of the Central Line was proposed for closing. Actually, just the easternmost 7 miles (Epping-Obgar) is so threatened.—Loring M. Lawrence, 195 Lancelot Dr., Manchester, N.H. 03104.

Where can I get Southern steam and diesel posters between 1930 and 1950?—Thomas McArdle, Jr., P.O. Box 2265, West Lafayette, Ind. 47906.

Regarding an item in your January department, readers might like to know that grade crossings have been made of steel grating. One such installation can be seen at the Erie Lackawanna's Grove Street crossing in Montclair, N.J. This double-track installation has been in place for many years and appears to be in excellent shape. Previously a black-top paving used at this site had been a source of frequent complaints due to "frost boils" in winter and "chuck holes" at other times. The present grading permits water to drain away from the area; snow and ice are forced through the grating by passing vehicles. Surprisingly, the grating does not appear slippery when wet. —Hugh F. Stephens, 178 Roseland Ave., Caldwell, N.J. 07006.

In reply to questions under the photo on page 49 of February Railroad, the streetcar stopped at South Hills Jct. and headed for the tunnel that will take it into downtown Pittsburgh, Pa. It is the Shannon-Drake route, which goes several miles south of the Junction, one of three Pittsburgh trolley lines still operating.—K. F. Bowen, 6650 Old Ridge Rd., Fairview, Pa. 16415.

(*Note from Freeman Hubbard*: We used James Cerny's photo in February *Transit Topics* because it is a good winter scene, even though Jim had forgotten to write the necessary facts on its back. Some excellent pictures received in our office are pigeonholed for that reason. We made an exception with Jim's Pittsburgh shot in the hope of encouraging other photographers not to make the same mistake. Steve Maguire knew the details, of course, but was not in our office then and we hadn't time to consult him before going to press. Other knowledgeable readers have since sent us the details, for which we thank them.) ●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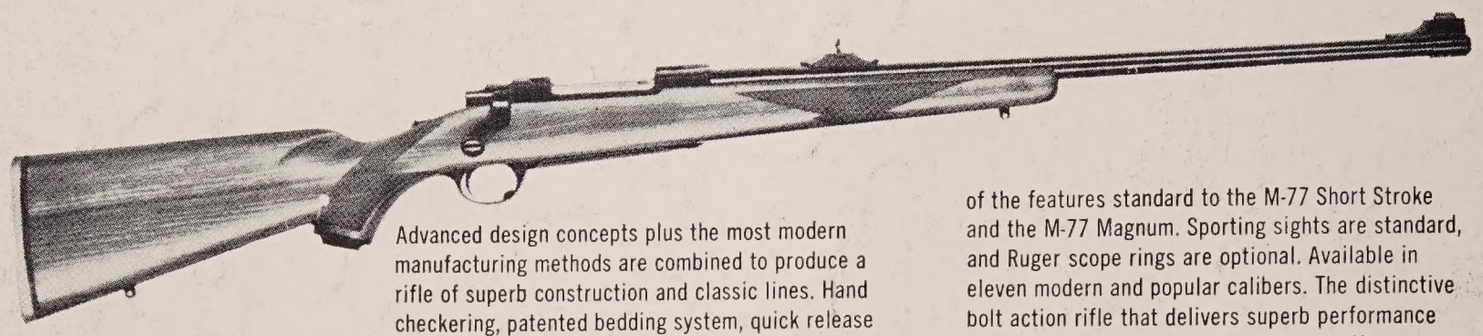

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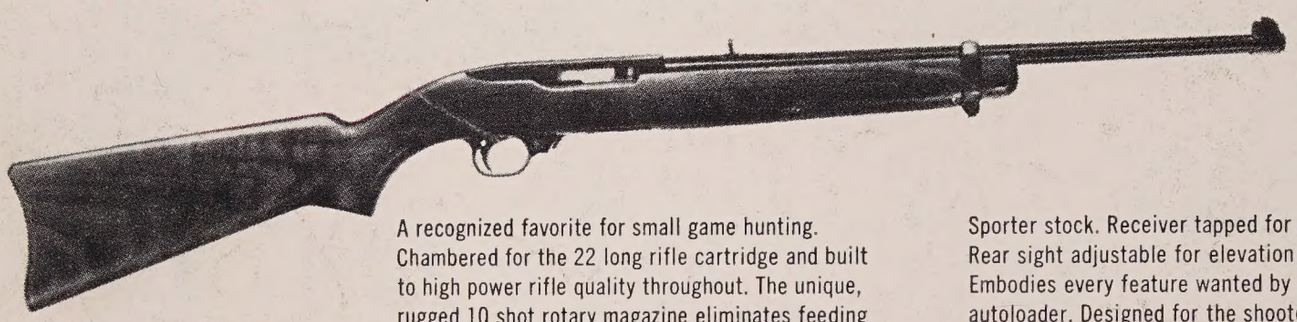
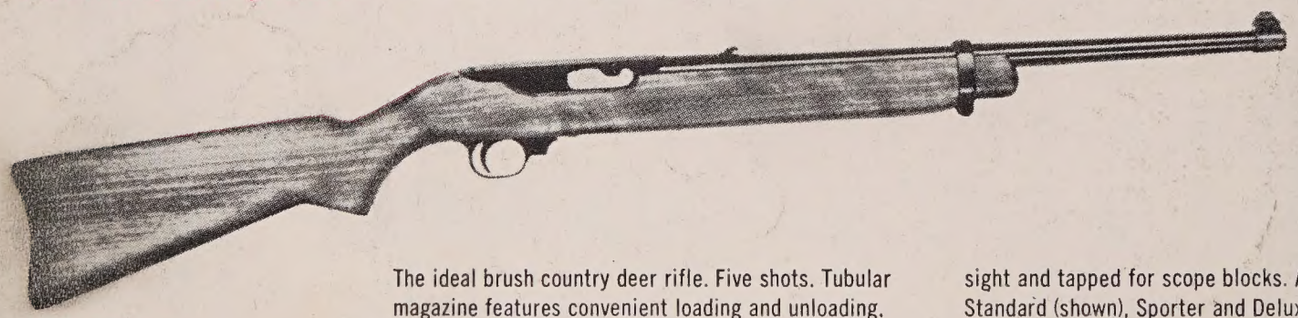
Advanced design concepts plus the most modern manufacturing methods are combined to produce a rifle of superb construction and classic lines. Hand checkering, patented bedding system, quick release floor plate, sliding tang safety, rubber butt pad and scope mount bases integral to the receiver are some of the features standard to the M-77 Short Stroke and the M-77 Magnum. Sporting sights are standard, and Ruger scope rings are optional. Available in eleven modern and popular calibers. The distinctive bolt action rifle that delivers superb performance and custom rifle design right off the shelf. $165.*—$179.



10/22 Autoloading Carbine

A recognized favorite for small game hunting. Chambered for the 22 long rifle cartridge and built to high power rifle quality throughout. The unique, rugged 10 shot rotary magazine eliminates feeding malfunctions. Available in Standard (shown) or Sporter stock. Receiver tapped for scope blocks. Rear sight adjustable for elevation and windage. Embodies every feature wanted by sportsmen in a 22 autoloader. Designed for the shooter who recognizes quality. $56.50*—$64.50.



44 Magnum Autoloading Carbine

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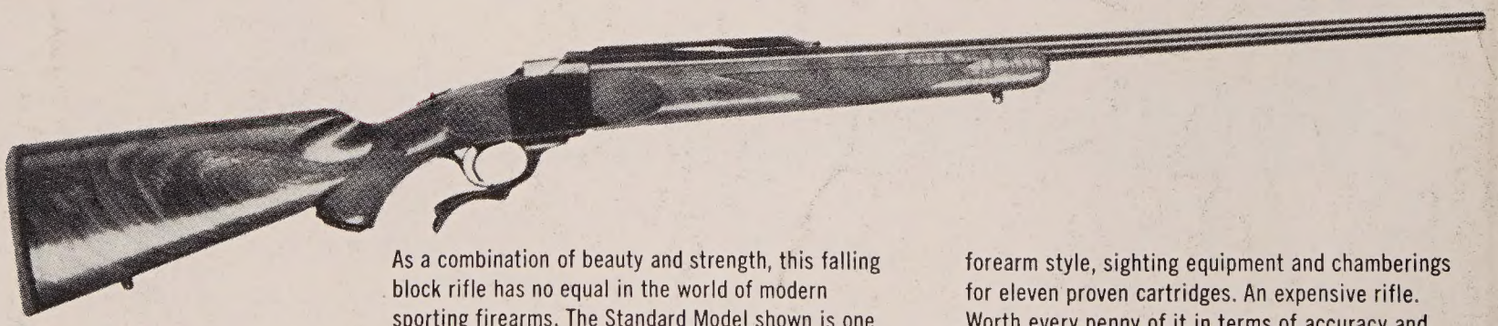

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